

EXHIBIT 8

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UNITED STATES DISTRICT COURT

DISTRICT OF NEVADA

ALLEN M. MILLER,)
)
Plaintiff,)
)
vs.) 3:17-CV-00408-MMD-WCG
)
C.H. ROBINSON WORLDWIDE,)
INC., RONEL R. SINGH,)
RHEAS TRANS, INC., and)
KUWAR SINGH, d/b/a RT)
SERVICE,)
)
Defendants.)

- - -

DEPOSITION OF THOMAS M. CORSI, Ph.D.

DATE: July 18, 2018 at 9:31 a.m.
PLACE: Leizerman & Associates
3450 W. Central Avenue
Suite 328
Toledo, Ohio 43606
REPORTER: Maureen Powers, RPR
Notary Public

- - -

1 A. Yes.

2 Q. So for over a year before this subject
3 accident, all percentile scores had been removed
4 from public view, correct?

5 A. Yes. About a year, one year.

6 Q. So --

7 A. December 2015.

8 Q. A broker, C.H. Robinson, couldn't have
9 gone online and simply typed in Kuwar Singh, d/b/a
10 RT Service and saw all their percentile scores at
11 the time of the accident, is that correct?

12 A. That's correct.

13 Q. And the only way that they could have
14 gotten those directly from the FMCSA was through a
15 public records request, is that correct, under the
16 Freedom of Information Act?

17 A. Directly? I'm sorry, repeat the
18 question.

19 Q. The only way C.H. Robinson could have
20 gotten the percentile scores of, I'm just going to
21 say RT Service, but we all understand it's Kuwar
22 Singh/RT Service, but the only way at the time of
23 the accident, or the time leading up to the accident
24 C.H. Robinson could have gotten the BASIC percentile

1 were underlying the compilation of the measure
2 scores. That data was publicly available.

3 Q. Okay. But the documents that I
4 reference here, let's just take MCS-150 forms.
5 Those are not publicly available?

6 A. I'm not sure that they aren't restricted
7 by the FAST Act.

8 Q. They aren't published on any website?

9 A. I don't know that. I mean, I don't
10 dispute -- I don't have any evidence.

11 Q. You don't have any evidence to dispute
12 that they are not publicly available?

13 A. Correct.

14 Q. The company safety profile, which
15 includes the BASIC percentile scores, that package
16 of documentation that you received and you reviewed,
17 which is for Rheas Trans and RT Service, both of
18 those were obtained by Mr. Leizerman through a
19 Freedom of Information Act request and provided to
20 you, correct?

21 A. Correct.

22 Q. And that package of information could
23 only have been obtained through a Freedom of
24 Information Act request as of December 8, 2016?

1 A. Correct.

2 Q. Okay.

3 (Deposition Exhibit Number 8
4 marked for identification.)

5 Q. I have marked as Exhibit 8 the accident
6 report, and it's been previously Bates stamped as
7 S-1 through S-71, and you reviewed this as part of
8 offering your report, correct?

9 A. Correct.

10 Q. And who is the motor carrier of record
11 according to the Nevada police report?

12 A. Rheas Trans.

13 Q. Well, that's not --

14 A. Registered owner of the vehicle.

15 Q. So the registered owner of the tractor
16 was Rheas Trans, correct?

17 A. Yes.

18 Q. Let me ask a different question. Just,
19 it will make it easier instead of flipping through
20 all this. Page 71 of this document is the bill of
21 lading. Have you seen this before?

22 A. Yes.

23 Q. Who's identified as the carrier?

24 A. RTS.

1 Inc. could have examined the safety performance and
2 the safety management policies and practices of RT
3 Service, Rheas Trans, and not brokered the load with
4 a destination of the Costco facility in Salt Lake
5 City, Utah, to this carrier". Did I read that
6 correctly?

7 A. Yes.

8 Q. And, again, throughout your report, I
9 want to make sure I'm clear on this, you think that
10 C.H. Robinson should have looked at the BASIC
11 percentile scores, correct?

12 A. Yes.

13 Q. The scores that were not publicly
14 available at the time of this accident and hadn't
15 been for a year, correct?

16 A. Yes.

17 Q. And the only way they could have done
18 that was through a FOIA request or asked directly
19 from the carrier, correct?

20 A. No. I think they could have gotten them
21 from a third-party data provider.

22 Q. That wouldn't have been the actual
23 scores from FMCSA, correct?

24 A. You're making a distinction between what

1 difference --

2 Q. There is no question. That's it. The
3 end of paragraph, I just lost my place. Would you
4 agree that Singh is a fairly common name in the
5 trucking industry?

6 A. I have no -- I don't know the answer to
7 that question. I don't have an opinion.

8 Q. You don't have an opinion?

9 A. No.

10 Q. I'm going to go back to your paragraph
11 16. You say, "If C.H. Robinson would have examined
12 the safety performance record at the time of the
13 accident, December 8, 2018", right?

14 A. Are you asking a question?

15 Q. I'm asking that's where, in paragraph
16 16, that's where you state if they would have
17 examined the safety performance record, they
18 wouldn't have tendered this load for RT Service?

19 A. Yes.

20 Q. So if I looked, if RT, at the time of
21 the FAST Act, when it went into play, which is
22 December 2015, had C.H. Robinson looked at what was
23 publicly available for that carrier at that time, RT
24 Service, isn't it true that there wouldn't have been

1 a single alert for that carrier in December 2015?

2 A. Yes. That's true.

3 Q. So as of the time, the day before the
4 FAST Act went into enactment and the day that they
5 looked at that, the day before they looked at the
6 publicly available information, there wouldn't have
7 been a single alert for RT Service, correct?

8 A. First of all, they wouldn't have looked
9 at it because they say they don't look at BASIC
10 scores. Let's assume that they hypothetically
11 looked at it, they would not have seen any BASIC
12 scores.

13 Q. As of that date, they would have been a
14 fine carrier to hire under your opinion?

15 A. No. They would have had no information
16 about the BASIC scores. There were no published
17 information. If we go back to the TIA
18 recommendation in 2013, if we need to go back and
19 read it again, but it doesn't say anything about
20 BASIC scores. It says about the inspections and the
21 safety management, gives a whole list of things that
22 they should be looking at to use an unrated carrier.

23 So if they were to use RT Service in
24 that case, I think, first of all, they would have

1 don't know the exact date. They had a whole policy
2 with respect to the implementation of risk-based
3 vetting methodology to identify chameleon carriers
4 applying for operating authority. This report to
5 Congress was issued in March of 2014. So that was
6 the start of that process, but it had not been --
7 this was, it talks about implementing that
8 methodology, but it was not implemented as of March
9 2014, so that's after this.

10 Q. Okay. And in continuing on paragraph
11 17, you wrote, "Mr. Ronel Singh, in his deposition,
12 admitted that Mr. Kuwar Singh's father has nothing
13 to do with the business aspect of the trucking
14 firm". That information came out from Mr. Singh
15 solely through his deposition, correct?

16 A. That was, that statement is based on his
17 deposition, that's correct.

18 Q. You have no information or evidence that
19 C.H. Robinson had any knowledge of that fact as
20 stated by Mr. Singh prior to December 8, 2016, do
21 you?

22 A. No.

23 Q. Paragraph 18, you write, "It's my
24 opinion that Mr. Singh initiated a request for a new

1 your operating authority?

2 A. They do not.

3 Q. Do they have a threshold amount in which
4 they automatically set you up for a compliance
5 check?

6 A. No.

7 Q. Are you aware of brokers that will only
8 hire -- strike that. So these BASIC scores that
9 you're talking about in paragraph 21, they all apply
10 for Rheas Trans, Inc., correct?

11 A. Yes.

12 Q. Not RT Service?

13 A. Yes.

14 Q. So in December 2016, let me give you a
15 hypothetical here. In December 2016, let's assume
16 that the FAST Act had not gone into play, that all
17 public scores, all scores were still public and Josh
18 Erickson, the C.H. Robinson broker that was assigned
19 to get this load from Sacramento to Costco up in
20 Salt Lake City looked and said, hey, RT Service
21 can't do it, and, again, this is a hypothetical, I
22 see that maybe I should look at Rheas Trans.

23 He couldn't have gone on the public
24 website and looked at these percentiles scores or

1 Q. What if I told you that there's over
2 4,000 Singh carriers registered in California alone.

3 A. That wouldn't change my opinion.

4 Q. What if I told you there's over 450
5 carriers registered in Sacramento County alone where
6 both Rheas Trans and RT Service are located.

7 A. That would not change my opinion.

8 Q. They had two different addresses,
9 there's over 450 people named Singh registered with
10 the Federal Motor Carrier Safety Administration.

11 A. I'm not changing my opinion.

12 Q. And per paragraph 25, you acknowledge
13 that RT Service completely successfully, or
14 successfully passed its safety audit in May of 2015,
15 correct?

16 A. They did.

17 Q. And, again, what, do you have any level
18 of knowledge of what goes into a safety audit?

19 A. Yes.

20 Q. What is it?

21 A. Well, I have the safety audit in front
22 of me, a series of questions that ask about their,
23 it's divided into various components of their
24 operation.

1 Q. Did either of the -- first of all, was
2 Mr. Singh in violation of hours of service at the
3 time of the accident?

4 A. No. Not specifically.

5 Q. Did any vehicle maintenance issue
6 affect, are you offering opinion that the vehicle
7 maintenance issue --

8 A. I'm not offering, as I stated clearly,
9 I'm not offering an opinion on that. I've stated
10 the vehicle maintenance --

11 Q. That was on me, I apologize.

12 A. So the vehicle maintenance condition
13 that existed should have taken the vehicle, the
14 vehicle should not have been operating on the road
15 because it had brakes out of service.

16 Q. But, again, there's nothing -- I'm
17 specifically honing in on this, prevent the crash.
18 You're not qualified to sit here and say one way or
19 another what implementation onto a vehicle could or
20 would have prevented a crash, are you?

21 A. I'm not commenting on that, correct.

22 Q. So is that statement a little
23 misleading, that something could have been done to
24 prevent this crash?

C E R T I F I C A T E

I, MAUREEN POWERS, a Notary Public in and for the State of Ohio, duly commissioned and qualified, do hereby certify that the within-named witness was by me first duly sworn to tell the truth, the whole truth and nothing but the truth;

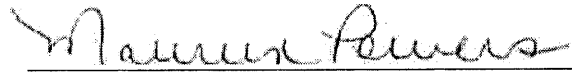
That the testimony then given was by me reduced to stenotype in the presence of said witness and afterwards transcribed; that the foregoing is a true and correct transcription of the testimony so given as aforesaid.

Before completion of the deposition, review of the transcript was requested.

I do further certify that I am not a relative, employee of or attorney for any of the parties in this action; that I am not a relative or employee of an attorney of any of the parties in this action; that I am not financially interested in this action, nor am I or the court reporting firm with which I am affiliated under a contract as defined in the applicable civil rule.

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IN WITNESS WHEREOF, I have hereunto set my
hand and affixed my seal of office at Toledo, Ohio
on this 30th day of July, 2018.



MAUREEN POWERS
Notary Public
in and for the State of Ohio

My Commission expires July 23, 2019.

EXHIBIT 9

**DECLARATION OF BRUCE JOHNSON IN SUPPORT OF
C.H. ROBINSON WORLDWIDE, INC.'S MOTION FOR SUMMARY JUDGMENT**

1, BRUCE JOHNSON, being first duly sworn under penalty of perjury under the laws of the State of Nevada, depose and say:

1. I am an individual over the age of 18 and make the following statements on my own personal knowledge, except where stated to be on my information and belief.

2. I am currently employed by C.H. ROBINSON WORLDWIDE, INC. ("Robinson") as the Director of Capacity Development. I have held this position for 6 years. At the time of this incident, December 8, 2016, I was employed at Robinson in my role as Director of Capacity Development. As such, I am qualified to offer the sworn statements contained in this Declaration.

3. Robinson did not know of the alleged relationship between Rhea Trans, Inc. and Kuwar Singh d/b/a RT Service ("RT Service"), until after the accident. Upon learning of the possibility of a familial relationship after the subject accident on December 8, 2016, Robinson immediately updated this information in its Navisphere data system.

4. Robinson retains motor carriers, not drivers to transport the loads. It is the motor carrier's responsibility to vet and select any drivers it employs. In the case of the subject accident on December 8, 2016, Robinson retained RT Service to transport the load. Robinson did not select Ronel Singh to be the driver.

5. From 2014 to the date of the accident, RT Service completed 423 loads for Robinson without incident.

Dated this 21st day of June, 2021.



BRUCE JOHNSON

EXHIBIT 10



C. H. ROBINSON
Worldwide, Inc.

CH Robinson values your business and would like to expedite payment to your company. We would like to process payment for the load(s) below, however the information is incomplete and payment cannot be processed due to the following.

Carrier Invoice: N/A

Invoice Amount:

CHRW Load Number: 218316538

Legible signed BOL missing from drop @ Costco Depot #584, SALT
LAKE CITY, UT : ramon noodles 12/9/2016 12:01:00 AM

To ensure that your documents are attached properly, please send ONLY the missing information above referencing our CHRW load number(s) on each page.

PLEASE INCLUDE THIS COVER SHEET WITH YOUR PACKAGE.

To submit paperwork please email LoadDocs@CHRobinson.com or upload your paperwork to our website, www.CHRWTrucks.com .

Please take a moment to review the below contact information and if incorrect update your carrier contact information.

To update accounting contact information please contact CH Robinson Carrier Services by email at Carrier.Services@chrobinson.com with email subject Central Billing Carrier Notification or by faxing this form with the following information to 312-980-2630.

First and Last Name: General

Email Address: rtservice14@gmail.com

Fax Number:

If any of the above information is incorrect, please update in the section provided below:

First and Last Name: _____

Email Address: _____

Fax Number: _____

Carrier: T5235076

If you have any issues or questions please contact us at: 800-326-9977.

Carrier Notification ID: T52350761612270920

C.H. Robinson Contract Addendum and Carrier Load Confirmation - #218316538

ATTENTION: General Contact at Kuwar Singh - T5235076

DBA: RT Service

Phone: (916) 370-3037 and Fax: (916) 427-7911

Carrier is required to check in with and obtain load requirements from C.H. Robinson, prior to arriving at Shipper, by calling (888) 278-9441 and asking for Load #218316538

C.H. Robinson Communication																																									
This load was booked with Josh Erickson, (801) 768-2232 , ERICJOS@chrobinson.com. Thank you for your business. Please contact me for any additional need or questions. Josh Erickson, CarrierRep, Salt Lake City Capacity - 3082 W Maple Loop Dr Ste 201, LEHI, Utah, (801) 768-2232 , ERICJOS@chrobinson.com.																																									
Customer-Specified Equipment Requirements																																									
Equipment: Van - Min L=53 Temp Control: N Carrier or its agent certifies and verifies that any equipment furnished will be in compliance with the in-use requirements of California's Tractor-Trailer Green House Gas regulations found in California Code of Regulations Sub article 1, Section 95300 to 95312 and California's Regulation to Reduce Emissions of Diesel Particulate Matter, Oxides of Nitrogen and Other Criteria Pollutants, from In-Use Heavy-Duty Diesel-Fueled Vehicles in Section 2025 and comply with the record keeping requirements of section 2025(s)(4).																																									
Customer Requirements																																									
Need check calls daily by 10 a.m. CST. Pick up and Delivery appointments must only be scheduled by CPDS. Carriers must adhere to the pick up and delivery parameters stated and immediately report any variance to CHR. Failure to comply may result in a \$250 fine per occurrence. Detention at Costco is based on the computer printed "in time" and "out time" listed on the Costco Depot signature label.																																									
<table style="width: 100%; border: none;"> <tr> <td style="width: 20%;">SHIPPER#1:</td> <td style="width: 40%;">Pride Industries South</td> <td style="width: 20%;">Pick Up Date:</td> <td style="width: 20%;">12/8/16</td> </tr> <tr> <td>Address:</td> <td>3900 Floren Perkins Rd.</td> <td>*Scheduled to Pick*</td> <td></td> </tr> <tr> <td></td> <td>Suite 3</td> <td>Pick Up Time:</td> <td>13:30 Appt.</td> </tr> <tr> <td></td> <td>Sacramento, CA 95826</td> <td>Pickup#:</td> <td>005841125570</td> </tr> <tr> <td>Phone:</td> <td>(916) 383-5560</td> <td>Appointment#:</td> <td></td> </tr> </table> <p>Please ask for and confirm receipt of:</p> <table style="width: 100%; border: none;"> <thead> <tr> <th style="text-align: left;">Commodity</th> <th style="text-align: left;">Est Wgt</th> <th style="text-align: left;">Units</th> <th style="text-align: left;">Count</th> <th style="text-align: left;">Pallets</th> <th style="text-align: left;">Temp</th> <th style="text-align: left;">Ref #</th> </tr> </thead> <tbody> <tr> <td>ramon noodles</td> <td>14,062</td> <td>Pallet(s)</td> <td>30</td> <td>30</td> <td></td> <td>005841125570</td> </tr> </tbody> </table> <p>Shipper Instructions LOAD WEIGHT: 14062.000000 POUNDS - VOLUME: 1584.000000 CUBIC FEET</p>								SHIPPER#1:	Pride Industries South	Pick Up Date:	12/8/16	Address:	3900 Floren Perkins Rd.	*Scheduled to Pick*			Suite 3	Pick Up Time:	13:30 Appt.		Sacramento, CA 95826	Pickup#:	005841125570	Phone:	(916) 383-5560	Appointment#:		Commodity	Est Wgt	Units	Count	Pallets	Temp	Ref #	ramon noodles	14,062	Pallet(s)	30	30		005841125570
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ROBINSON_0057

C.H. Robinson Contract Addendum and Carrier Load Confirmation - #218316538

Rate Details			
Service for Load #218316538	Amount	Rate	Extended
Line Haul - FLAT RATE	1	\$1,373.00	\$1,373.00
Total:			\$1,373.00

SUBMIT FREIGHT BILL TO:

CHRW Quick Pay Billing
P.O. Box 3474
Chicago, IL 60654
LoadDocs@CHRobinson.com

To insure prompt payment, all billing must be accompanied by an invoice with the
Carrier Name and C.H. Robinson Load Number

Fuel Surcharge Information
Please note that C.H. Robinson has included a \$136.08 fuel surcharge within the listed transportation rate on this confirmation. The fuel surcharge is an estimate based off of a weekly national average fuel price from the U.S. Department of Energy.

QUICK PAY and CASH ADVANCE
<p>QUICK PAY - If you are a Carrier who utilizes C.H. Robinson's Quick Pay Program, you may email your invoice and required paperwork to LoadDocs@chrobinson.com or visit NavisphereCarrier.com for other scanning options. Funds will be released from C.H. Robinson, minus the fixed discount, within two business days from receipt of complete and legible paperwork. Paperwork received by 12:00 noon (CST) will be counted as same day; paperwork received after 12:00 noon (CST) will count as the next business day. Carriers enrolled in Quick Pay are no longer required to submit original paperwork for payment in addition to using one of our billing methods unless otherwise instructed by C.H. Robinson. Carrier shall retain custody of the original paperwork and provide it to C.H. Robinson upon Request.</p> <p>C.H. Robinson also recommends that Carrier only submit "receipt" for payment once, regardless of billing method to avoid additional fees. If you would like more information about becoming enrolled in Quick Pay, please contact the Quick Pay Department at (800) 326-9977. For a list of our billing options, please visit NavisphereCarrier.com.</p> <p>CASH ADVANCE – Carriers may request a cash advance from C.H. Robinson to be issued at C.H. Robinson's sole discretion as a partial settlement to the agreed upon rate. All cash advances will be deducted from final settlement; including a transaction fee of the greater of 3% of the advance issued or \$15 for each individual advance.</p>

Directions
Any directions given by C.H. Robinson or its Customers, whether orally and/or electronically, are for informational purposes only. It is the Carrier's sole responsibility to confirm that it may lawfully and safely operate its vehicle and its contents over any road, highway, bridge and/or route. Carrier shall be solely responsible for any fines, penalties, or citations that may be levied as a result of operating its vehicle equipment and its contents in any way that may be found to be in violation of any regulation, law or ordinance.
Receiver's Driving Directions
RECEIVER 1 - Costco Depot #584: Going South on Highway 15 take the I80 exit west and take exit 113, turn left and go South on 5600 West for a quarter mile, they are on the right hand side, check in with the guard costco uses this address for Store, a warehouse, and a container lot. Driver needs to know which one. NO LIFTGATE TRUCKS OR STEPDECK NO LIFTGATE TRUCKS OR STEPDECKS



C.H. Robinson Contract Addendum and Carrier Load Confirmation - #218316538

C.H. Robinson Contract Addendum and Carrier Load Confirmation Conditions

THIS LOAD CONFIRMATION IS SUBJECT TO THE TERMS OF THE AGREEMENT FOR MOTOR CONTRACT CARRIER SERVICES ("AGREEMENT") PREVIOUSLY EXECUTED BETWEEN OUR COMPANIES AND THIS CONSTITUTES AN ADDENDUM TO THE TERMS OF THAT AGREEMENT. WE AGREE TO PAY THE RATES AND CHARGES SHOWN ABOVE AND NO DIFFERENT TARIFF RATE OR SCHEDULE OF RATES APPLY. THIS LOAD CONFIRMATION IS INCLUSIVE OF ALL CHARGES. UNLESS ORAL AND WRITTEN FAX OBJECTIONS ARE MADE TO ITS TERMS, AT THE EARLIER OF WITHIN TWENTY-FOURS (24) HOURS OF RECEIPT OR PRIOR TO WORK BEING INITIATED, YOU HAVE AGREED TO THESE TERMS.

Additional Terms1.

Unless C.H. Robinson provides written notice herein that this term does not apply to this shipment, Carrier's motor vehicle equipment shall be dedicated to Broker's exclusive use while transporting freight tendered by Broker (C.H. Robinson Worldwide, Inc. and affiliates) pursuant to this Load Confirmation and Carrier's Agreement with C.H. Robinson. Carrier's violation of this exclusive use requirement shall result in Carrier's forfeiting its right to be paid for the transportation services contemplated by this Load Confirmation, not as penalty, but as liquidated damages.

2.

T-Chek requests made outside of the C.H. Robinson branch's regular business hours may not be authorized. If carrier requires T-Chek advance, carrier must make arrangements with the C.H. Robinson booking branch during their normal business hours and/or upon booking this shipment.

3.

This rate is contingent upon successful and on-time completion of all load terms as orally stipulated or written on this addendum and rate may be subject to reduction if carrier fails to complete any shipment terms and conditions. Rate may be reduced if load picks up or delivers after originally scheduled time and date. Carrier acknowledges that failure to complete any terms and conditions on this shipment may jeopardize or result in loss of future business opportunities with C.H. Robinson and/or cancelation of C.H. Robinson carrier contract.

4.

Accessorial charges (including but not limited to labor, detention, and/or layover charges) must be authorized and approved prior to or at time of occurrence. C.H. Robinson will not provide any reimbursement of any non, prior-approved accessorial charges. Carrier shall ensure the bill of lading is notated either when handling is required or when detention occurs, that a lump sum receipt is provided when a lump sum is hired, and/or that both are included as supporting documents with the Carrier's invoice. All overage, shortage, and damage must be reported to C.H. Robinson immediately, at time of occurrence, and noted on the bill of lading.

5.

C.H. Robinson's Customer requires that Carrier provide tracking updates, for this shipment, through C.H. Robinson, around the following events via EDI or via NavisphereCarrier.com (unless otherwise specified on this confirmation):

- Arrival at and departure from Shipper(s) within thirty (30) minutes of occurrence
- A minimum of one check call per day, prior to 10:00am, each day that Carrier is in possession of this shipment
- Arrival at and departure from Receiver(s) within thirty (30) minutes of occurrence

6.

For any problems or issues after regular business hours or over the weekends, please contact C.H. Robinson at (866) 352-8323.

7.

Pursuant to C.H. Robinson carrier contract, carrier will provide an amount of cargo insurance coverage sufficient to cover the loss or damage of any commodities and cargo carried. Carrier's cargo insurance policy must not exclude from coverage any commodities or cargo carried on this order. If carrier's cargo insurance policy contains a schedule of covered vehicles, carrier will not transport any cargo on this shipment using a vehicle that is not listed as a scheduled vehicle on carrier's cargo insurance policy.

8.

Carrier has chosen to use MacroPoint mobile communication to provide C.H. Robinson with automatic shipment updates on this shipment.



ROBINSON_0059

EXHIBIT 11



Nevada Highway Patrol
Northern Command-Elko
*Multi-disciplinary Investigation &
Reconstruction Team*

NOT TO BE RECOPIED
OR RE-DISSEMINATED

CASE NUMBER
161200817

PRIMARY INVESTIGATING OFFICER
Trp. Benjamin Jenkins #343


Signature

Case Title: Injury Collision – IR80 @ Elko Mile Marker 36

Collision Date: December 8, 2016 Time: 2203 hours

MIRT

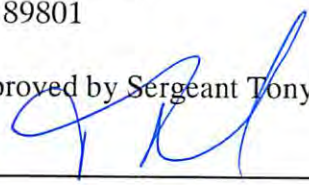
Additional NHP Sergeants/ Troopers:

- Trooper C. Fronczek #622
- Trooper A. Stackhouse #644
- Trooper G. Ducharme #648
- Trooper S. Burt #202
- CVSI D. Mawson #9036
- Sgt. A. Perez #276
- Sgt. J. Howell #390

Send Subpoenas to:

NHP – Northern Command-Elko
3920 East Idaho Street
Elko, NV 89801

Report approved by Sergeant Tony Roth, #308


Date: 2/20/17



Nevada Highway Patrol
Northern Command
**Multi-disciplinary Investigation &
Reconstruction Team**

Involved NHP Personnel:

- Trooper B. Jenkins #343
- Trooper C. Fronczek #622
- Trooper A. Stackhouse #644
- Trooper G. Ducharme #648
- CVSI D. Mawson #9036

Case Number: 161200817

MIRT

- Trooper S. Burt #202 (MIRT)

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Event Number: 161200817		STATE OF NEVADA TRAFFIC CRASH REPORT SCENE INFORMATION SHEET Revised 01/2016			Crash Number: NHP161200817		Scene Information		
Code Revision: 01/01/2016					<input type="checkbox"/> 1) Property <input checked="" type="checkbox"/> 2) Injury <input type="checkbox"/> 3) Fatal				
<input type="checkbox"/> 1) Urban <input type="checkbox"/> 1) Emergency Use <input type="checkbox"/> 1) Preliminary Report <input type="checkbox"/> 3) Resubmission <input type="checkbox"/> 1) Hit and Run <input checked="" type="checkbox"/> 2) Rural <input type="checkbox"/> 2) Office Report <input checked="" type="checkbox"/> 2) Initial Report <input type="checkbox"/> 4) Supplement Report <input type="checkbox"/> 2) Private Property		Agency Name: NEVADA HIGHWAY PATROL							
Crash Date 12 / 8 / 2016		Time 2203		Day THU		Beat / Sector HEA3		<input checked="" type="checkbox"/> 1) County ELKO <input type="checkbox"/> 2) City	
Mile Marker 36		# Vehicles 2		# Non Motorists 0		# Occupants 2		# Fatalities 0	
# Injured 2		# Restrained 2							
Occurred On: (Highway # or Street Name) <input type="checkbox"/> 1) Parking Lot <input type="checkbox"/> 2) Active School Zone IR80 E									
<input type="checkbox"/> 1) At Intersection With: <input checked="" type="checkbox"/> 2) Or .5 <input type="checkbox"/> 3) Feet <input checked="" type="checkbox"/> 4) Miles <input checked="" type="checkbox"/> 5) Approximate EAST Of (Cross Street)									
Surface <input checked="" type="checkbox"/> 1) Asphalt <input type="checkbox"/> 2) Concrete <input type="checkbox"/> 3) Gravel <input type="checkbox"/> 4) Dirt <input type="checkbox"/> 5) Other		Intersection <input type="checkbox"/> 1) Four Way <input type="checkbox"/> 4) Y <input type="checkbox"/> 2) > Four Way <input type="checkbox"/> 5) Roundabout <input type="checkbox"/> 3) T <input type="checkbox"/> 7) L <input type="checkbox"/> 6) Other		Paddle Markers <input type="checkbox"/> 1) None <input type="checkbox"/> 2) Left Side <input type="checkbox"/> 3) Right Side <input checked="" type="checkbox"/> 4) Both Sides <input type="checkbox"/> 5) Unknown		Access Control <input type="checkbox"/> 1) None <input checked="" type="checkbox"/> 2) Full <input type="checkbox"/> 3) Partial			
Roadway Character <input type="checkbox"/> 1) Curve & Grade <input type="checkbox"/> 2) Curve & Hillcrest <input type="checkbox"/> 3) Curve & Level <input type="checkbox"/> 4) Straight & Grade <input type="checkbox"/> 5) Straight & Hillcrest <input checked="" type="checkbox"/> 6) Straight & Level <input type="checkbox"/> 7) Unknown <input type="checkbox"/> 8) Other		Roadway Conditions <input type="checkbox"/> 1) Dry <input type="checkbox"/> 7) Slush <input checked="" type="checkbox"/> 2) Icy <input type="checkbox"/> 8) Standing Water <input type="checkbox"/> 3) Wet <input type="checkbox"/> 9) Moving Water <input type="checkbox"/> 4) Snow <input type="checkbox"/> 10) Unknown <input type="checkbox"/> 5) Sand / Mud / Dirt / Gravel <input type="checkbox"/> 6) Other <input type="checkbox"/> 11) Oil		Total Thru Lanes Main Road <input type="checkbox"/> 1) One <input checked="" type="checkbox"/> 2) Two <input type="checkbox"/> 3) Three <input type="checkbox"/> 4) Four <input type="checkbox"/> 5) Five <input type="checkbox"/> 6) > 5 Total All Lanes: 4		Average Roadway Widths Travel Lane 12 Ft Storage / Turn Lane Ft Median 50 Ft Paved Shoulder Inside Outside 4 10		Roadway Grade <input type="checkbox"/> 1) Not Determined <input checked="" type="checkbox"/> 2) Relatively Level Roadway <input type="checkbox"/> 3) Up Slope (+) <input type="checkbox"/> 4) Down Slope (-) Relative To Grade 0.0 %	
Pavement Markings <input type="checkbox"/> 1) Centerline, Broken Yellow <input type="checkbox"/> 2) Centerline, Solid Yellow <input type="checkbox"/> 3) Centerline, Double Yellow <input checked="" type="checkbox"/> 4) Lane Line, Broken White <input type="checkbox"/> 5) Lane Line, Solid White <input type="checkbox"/> 6) No Passing, Either Direction <input type="checkbox"/> 7) Turn Arrow Symbols <input type="checkbox"/> 8) Center Turn Lane Line <input checked="" type="checkbox"/> 9) Edge Line, Left Yellow <input checked="" type="checkbox"/> 10) Edge Line, Right White <input type="checkbox"/> 11) Other <input type="checkbox"/> 12) None <input type="checkbox"/> 13) Unknown				Roadway Description <input type="checkbox"/> 1) Two-Way, Not Divided <input checked="" type="checkbox"/> 2) Two-Way, Divided, Unpro, Median <input type="checkbox"/> 3) Two-Way, Divided, Median Barrier <input type="checkbox"/> 4) One-Way, Not Divided <input type="checkbox"/> 5) Unknown <input type="checkbox"/> 6) Off Road		Weather Conditions <input type="checkbox"/> 1) Clear <input type="checkbox"/> 7) Fog, Smog, Smoke, Ash <input checked="" type="checkbox"/> 2) Cloudy <input type="checkbox"/> 8) Severe Crosswinds <input type="checkbox"/> 3) Snow <input type="checkbox"/> 9) Sleet / Hail <input type="checkbox"/> 4) Rain <input type="checkbox"/> 10) Unknown <input type="checkbox"/> 5) Blowing Sand, Dirt, Soil <input type="checkbox"/> 6) Other <input type="checkbox"/> 11) Blowing Snow			
Light Conditions <input type="checkbox"/> 1) Dark <input checked="" type="checkbox"/> 6) Dark—No Roadway Lighting <input type="checkbox"/> 2) Dawn <input type="checkbox"/> 7) Dark—Spot Roadway Lighting <input type="checkbox"/> 3) Daylight <input type="checkbox"/> 8) Dark—Continuous Roadway Lighting <input type="checkbox"/> 4) Unknown <input type="checkbox"/> 9) Dark—Unknown Roadway Lighting <input type="checkbox"/> 5) Other		Vehicle Collision Type <input type="checkbox"/> 1) Head On <input type="checkbox"/> 6) Sideswipe - Meeting <input type="checkbox"/> 2) Rear End <input type="checkbox"/> 7) Sideswipe - Overtaking <input type="checkbox"/> 3) Backing <input type="checkbox"/> 8) Non Collision <input checked="" type="checkbox"/> 4) Angle <input type="checkbox"/> 9) Unknown <input type="checkbox"/> 5) Rear to Rear <input type="checkbox"/> 10) Rear to Side		Location of First Event <input type="checkbox"/> 1) Travel Lane <input type="checkbox"/> 6) Outside Shoulder <input type="checkbox"/> 11) Ramp <input type="checkbox"/> 2) Turn Lane <input type="checkbox"/> 7) Intersection <input type="checkbox"/> 12) Unknown <input type="checkbox"/> 3) Gore <input type="checkbox"/> 8) Private Property <input type="checkbox"/> 13) Separator <input checked="" type="checkbox"/> 4) Median <input type="checkbox"/> 9) Roadside <input type="checkbox"/> 14) Parking Lane/Zone <input type="checkbox"/> 5) Inside Shoulder <input type="checkbox"/> 10) Other					
Roadway / Environment Factors <input type="checkbox"/> 1) None <input checked="" type="checkbox"/> 10) Wet, Icy, Snow, Slush <input type="checkbox"/> 19) Backup Regular Congestion <input type="checkbox"/> 2) Weather <input type="checkbox"/> 11) Ruts, Holes, Bumps <input type="checkbox"/> 20) Work Zone <input type="checkbox"/> 3) Debris <input type="checkbox"/> 14) Animal in Roadway <input type="checkbox"/> 21) Non Highway Work <input type="checkbox"/> 4) Glare <input type="checkbox"/> 15) Unknown <input type="checkbox"/> 22) Railway Grade Crossing # <input type="checkbox"/> 5) Other Roadway <input type="checkbox"/> 16) Visual Obstruction <input type="checkbox"/> 23) Shared User Path/Trail <input type="checkbox"/> 6) Other Environmental <input type="checkbox"/> 17) Backup Prior Crash <input type="checkbox"/> 7) Shoulders <input type="checkbox"/> 18) Backup Non Recurring Incident <input type="checkbox"/> 8) Road Obstruction <input type="checkbox"/> 9) Worn Traffic Surface				Type of Work Zone <input type="checkbox"/> 1) Lane Closure <input type="checkbox"/> 2) Lane Shift/Crossover <input type="checkbox"/> 3) Work on Shoulder or Median <input type="checkbox"/> 4) Intermittent/Moving Work <input type="checkbox"/> 5) Other		Work Area Zone <input type="checkbox"/> 1) Advanced Warning Area <input type="checkbox"/> 2) Transition Area <input type="checkbox"/> 3) Activity Area <input type="checkbox"/> 4) Termination Area			
Workers Present <input type="checkbox"/> 1) Yes <input type="checkbox"/> 2) No		Law Enforcement Present <input type="checkbox"/> 1) No <input type="checkbox"/> 2) Officer Present <input type="checkbox"/> 3) LE Vehicle Only Present							
Property Damage To Other Than Vehicle									
Describe Property Damage:				Owner's Name:					
				<input type="checkbox"/> 1) Owner Notified					
				Owner's Address: (Street Address City, State Zip)					
First Harmful Event	Code # 109	Description: RAN OFF ROAD LEFT							
Investigation Complete	Photos Taken	Scene Diagram	Statements	Date Notified	Time Notified	Arrival Date	Arrival Time		
<input checked="" type="checkbox"/> 1) Yes <input type="checkbox"/> 2) No	<input checked="" type="checkbox"/> 1) Yes <input type="checkbox"/> 2) No	<input checked="" type="checkbox"/> 1) Yes <input type="checkbox"/> 2) No	<input checked="" type="checkbox"/> 1) Yes <input type="checkbox"/> 2) No # 2	12 / 8 / 2016	2203	12 / 8 / 2016	2210		
Investigator(s) Jenkins		ID Number H6343	Date 12 / 8 / 2016	Reviewed By Tony Roth		Date Reviewed 2 / 10 / 2017	Page 7		

Event Number: 161200817

Code Revision: 01/01/2016

**STATE OF NEVADA
TRAFFIC CRASH REPORT
SCENE INFORMATION SHEET**
Revised 10/20/15Crash Number:
NHP161200817Agency Name:
NEVADA HIGHWAY PATROL

Scene Information

Description of Crash / Narrative

SEE ATTACHED REPORT



Indicate North

A.I.C.: _____

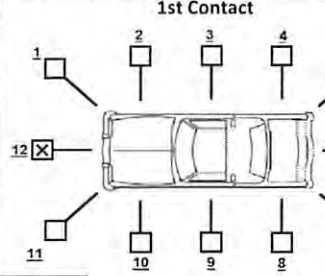
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Miller 0008565

Event Number: 161200817		STATE OF NEVADA TRAFFIC CRASH REPORT VEHICLE INFORMATION SHEET Revised 1/2016		Crash Number: NHP161200817		Vehicle Information																									
Vehicle # V1	# Occupants 1	<input checked="" type="checkbox"/> 1) At Fault <input type="checkbox"/> 2) Non Contact Vehicle		Agency Number: NEVADA HIGHWAY PATROL																											
Direction of Travel: <input type="checkbox"/> 1) North <input checked="" type="checkbox"/> 3) East <input type="checkbox"/> 5) Unknown <input type="checkbox"/> 2) South <input type="checkbox"/> 4) West		Roadway / Street Name: IR80 E			Travel Lane #: 2																										
Vehicle Action: <input checked="" type="checkbox"/> 1) Straight <input type="checkbox"/> 3) Left Turn <input type="checkbox"/> 5) U-Turn <input type="checkbox"/> 7) Wrong Way <input type="checkbox"/> 9) Passing <input type="checkbox"/> 11) Leaving Parked <input type="checkbox"/> 13) Leaving Lane <input type="checkbox"/> 16) Driverless Vehicle <input type="checkbox"/> 19) Unknown <input type="checkbox"/> 2) Backing <input type="checkbox"/> 4) Right Turn <input type="checkbox"/> 6) Parked <input type="checkbox"/> 8) Stopped <input type="checkbox"/> 10) Racing <input type="checkbox"/> 12) Entering Lane <input type="checkbox"/> 15) Enter Parked <input type="checkbox"/> 17) Lane Change <input type="checkbox"/> 22) Negotiating a Curve																															
Driver: (Last Name, First Name, Middle Name Suffix) SINGH, RONEL R				Transported By: <input type="checkbox"/> 1) Not Transported <input checked="" type="checkbox"/> 2) EMS <input type="checkbox"/> 3) Police <input type="checkbox"/> 4) Unknown <input type="checkbox"/> 5) Other _____ ELKO AMBULANCE/ELKO CO																											
Street Address: 8001 RENTON WAY				Transported To: NORTHEASTERN NEVADA REG. HOSPITAL																											
City: SACRAMENTO		State / Country <input type="checkbox"/> 1) NV CA		Zip Code: 95828		Person Type: 1 Seating Position: 1 Occupant Restraints: 7																									
<input checked="" type="checkbox"/> 1) Male <input type="checkbox"/> 3) Unknown <input type="checkbox"/> 2) Female		DOB: 7 / 21 / 1985		Phone Number: 9163703037		Injury Severity: C Injury Location: 7																									
OLN: [REDACTED]		State <input type="checkbox"/> 1) NV CA		Class: <input checked="" type="checkbox"/> 1) CDL A		License Status 0																									
Compliance: <input type="checkbox"/> 1) Restrict <input type="checkbox"/> 2) Endorse Alcohol / Drug Involvement <input type="checkbox"/> 1) Not Involved <input type="checkbox"/> 2) Suspected Impairment <input type="checkbox"/> 3) Alcohol <input type="checkbox"/> 4) Drugs <input checked="" type="checkbox"/> 5) Unknown		Endorsements Restrictions Method of Determination (check up to 2) <input type="checkbox"/> 1) Field Sobriety Test <input type="checkbox"/> 4) Urine Test <input type="checkbox"/> 2) Evidentiary Breath <input checked="" type="checkbox"/> 5) Blood Test <input type="checkbox"/> 3) Driver Admission <input type="checkbox"/> 6) Preliminary Breath Test		Driver Factors <input type="checkbox"/> 1) Apparently Normal <input type="checkbox"/> 6) Driver Ill / Injured <input type="checkbox"/> 2) Had Been Drinking <input checked="" type="checkbox"/> 7) Other Improper Driving <input type="checkbox"/> 3) Drug Involvement <input type="checkbox"/> 8) Driver Inattention / Distracted <input type="checkbox"/> 4) Apparently Fatigued / Asleep <input type="checkbox"/> 9) Physical Impairment <input type="checkbox"/> 5) Obstructed View <input type="checkbox"/> 10) Unknown																											
Vehicle Year: 2004		Vehicle Make: VOLVO		Vehicle Model: NOT IN LIST		Vehicle Type: TRACTOR TRUCK D																									
Plate / Permit No.: WP72445		State <input type="checkbox"/> 1) NV CA		Expiration Date: 5 / 31 / 2017		Vehicle Color: WHI																									
Vehicle Identification Number: 4V4NC9TG94N365204																															
Registered Owner Name: <input type="checkbox"/> 1) Same As Driver RHEAS TRANS INC.																															
Registered Owner Address: RHEAS TRANS INC, SACRAMENTO, CA 95823																															
Insurance Company Name: <input checked="" type="checkbox"/> 1) Insured ACORD																															
Policy number: CP5647753-6				Effective: 9 / 27 / 2016 To: 9 / 27 / 2017																											
Insurance Company Address or Phone Number: 845.620.1700																															
<input type="checkbox"/> 1) Vehicle Towed		Towed By: ROADWAY TOWING - WELLS																													
Removed To: TOW YARD																															
Traffic Control _____ 2) Traffic Control Signal _____ 11) Stop Sign _____ 3) Flashing Traffic Control Signal _____ 12) Yield Sign _____ 4) School Zone Sign / Device _____ 13) Railway Crossing Sign / Device _____ 5) Pedestrian Signal / Sign _____ 17) Chain / Snow Tire Req. _____ Device _____ 20) Officer / Flagger _____ 6) No Passing _____ _____ 7) No Controls _____ _____ 8) Warning Sign _____ _____ 10) Other _____ <input type="checkbox"/> 19) Unknown				Distance Traveled After Impact 100 FEET																											
				Speed Estimate <table border="1" style="width:100%; border-collapse: collapse;"> <tr> <th>From</th> <th>To</th> <th>Limit</th> </tr> <tr> <td>50</td> <td>55</td> <td>75</td> </tr> </table>				From	To	Limit	50	55	75																		
From	To	Limit																													
50	55	75																													
Sequence of Events <table border="1" style="width:100%; border-collapse: collapse;"> <tr> <th>Code #</th> <th>Description</th> <th>Collision With Fixed Object</th> <th>Most Harmful Event</th> </tr> <tr> <td>1st 109</td> <td>RAN OFF ROAD LEFT</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> </tr> <tr> <td>2nd 101</td> <td>OVERTURN/ROLLOVER</td> <td><input type="checkbox"/></td> <td><input checked="" type="checkbox"/></td> </tr> <tr> <td>3rd 114</td> <td>CROSS MEDIAN</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> </tr> <tr> <td>4th</td> <td></td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> </tr> <tr> <td>5th</td> <td></td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> </tr> </table>								Code #	Description	Collision With Fixed Object	Most Harmful Event	1st 109	RAN OFF ROAD LEFT	<input type="checkbox"/>	<input type="checkbox"/>	2nd 101	OVERTURN/ROLLOVER	<input type="checkbox"/>	<input checked="" type="checkbox"/>	3rd 114	CROSS MEDIAN	<input type="checkbox"/>	<input type="checkbox"/>	4th		<input type="checkbox"/>	<input type="checkbox"/>	5th		<input type="checkbox"/>	<input type="checkbox"/>
Code #	Description	Collision With Fixed Object	Most Harmful Event																												
1st 109	RAN OFF ROAD LEFT	<input type="checkbox"/>	<input type="checkbox"/>																												
2nd 101	OVERTURN/ROLLOVER	<input type="checkbox"/>	<input checked="" type="checkbox"/>																												
3rd 114	CROSS MEDIAN	<input type="checkbox"/>	<input type="checkbox"/>																												
4th		<input type="checkbox"/>	<input type="checkbox"/>																												
5th		<input type="checkbox"/>	<input type="checkbox"/>																												
<input type="checkbox"/> 1) NRS <input type="checkbox"/> 2) CFR <input type="checkbox"/> 3) CC/MC <input type="checkbox"/> 4) Pending (1)		Violation		NOC		Citation Number																									
<input type="checkbox"/> 1) NRS <input type="checkbox"/> 2) CFR <input type="checkbox"/> 3) CC/MC (2)		Violation		NOC		Citation Number																									
Investigator(s) Jenkins		ID Number H6343		Date 12 / 8 / 2016		Reviewed By Tony Roth																									
				Date Reviewed 2 / 20 / 2017		Page 3 of 7																									

Miller 0008566

Event Number: 161200817		STATE OF NEVADA TRAFFIC CRASH REPORT VEHICLE INFORMATION SHEET Revised 1/2016		Crash Number: NHP161200817 Agency Number: NEVADA HIGHWAY PATROL		Vehicle Information
Name: (Last Name, First Name, Middle Name Suffix)				Transported By: <input type="checkbox"/> 1) Not Transported <input type="checkbox"/> 2) EMS <input type="checkbox"/> 3) Police <input type="checkbox"/> 4) Unknown <input type="checkbox"/> 5) Other _____		
Street Address:				Transported To:		
City:	State / Country <input type="checkbox"/> 1) NV	Zip Code:	Person Type:	Seating Position:	Occupant Restraints:	
<input type="checkbox"/> 1) Male <input type="checkbox"/> 3) Unknown DOB: / / <input type="checkbox"/> 2) Female	Phone Number:		Injury Severity:	Injury Location:		
			Airbags:	Airbag Switch:	Ejected:	Trapped:
Name: (Last Name, First Name, Middle Name Suffix)				Transported By: <input type="checkbox"/> 1) Not Transported <input type="checkbox"/> 2) EMS <input type="checkbox"/> 3) Police <input type="checkbox"/> 4) Unknown <input type="checkbox"/> 5) Other _____		
Street Address:				Transported To:		
City:	State / Country <input type="checkbox"/> 1) NV	Zip Code:	Person Type:	Seating Position:	Occupant Restraints:	
<input type="checkbox"/> 1) Male <input type="checkbox"/> 3) Unknown DOB: / / <input type="checkbox"/> 2) Female	Phone Number:		Injury Severity:	Injury Location:		
			Airbags:	Airbag Switch:	Ejected:	Trapped:
Name: (Last Name, First Name, Middle Name Suffix)				Transported By: <input type="checkbox"/> 1) Not Transported <input type="checkbox"/> 2) EMS <input type="checkbox"/> 3) Police <input type="checkbox"/> 4) Unknown <input type="checkbox"/> 5) Other _____		
Street Address:				Transported To:		
City:	State / Country <input type="checkbox"/> 1) NV	Zip Code:	Person Type:	Seating Position:	Occupant Restraints:	
<input type="checkbox"/> 1) Male <input type="checkbox"/> 3) Unknown DOB: / / <input type="checkbox"/> 2) Female	Phone Number:		Injury Severity:	Injury Location:		
			Airbags:	Airbag Switch:	Ejected:	Trapped:
<input checked="" type="checkbox"/> 1) Trailing Unit 1 VIN : 1GRAA06274T508292			Plate: 4LY2959	State: <input type="checkbox"/> 1) NV <input type="checkbox"/> 2) CA	Type: SEMI	
<input type="checkbox"/> 1) Trailing Unit 1 VIN :			Plate:	<input type="checkbox"/> 1) NV	Type:	
<input type="checkbox"/> 1) Trailing Unit 1 VIN :			Plate:	<input type="checkbox"/> 1) NV	Type:	
Commercial Vehicle Configuration						
<input checked="" type="checkbox"/> 1) Commercial Vehicle			<input type="checkbox"/> 2) School Bus			
Source						
<input type="checkbox"/> 1) Bus, 9 - 15 Occupants <input type="checkbox"/> 2) Bus, > 15 Occupants <input type="checkbox"/> 3) Single 2 Axle and 6 Tire <input type="checkbox"/> 4) Single > 3 Axle <input type="checkbox"/> 5) Any 4 Tire Vehicle			<input checked="" type="checkbox"/> 11) Tractor / Semi Trailer <input type="checkbox"/> 12) Passenger Vehicle, (Haz-Mat) <input type="checkbox"/> 13) Light Truck, (Haz-Mat) <input type="checkbox"/> 14) Other Heavy Vehicle			
<input type="checkbox"/> 6) Tractor Only <input type="checkbox"/> 7) Tractor / Trailer <input type="checkbox"/> 8) Tractor / Doubles <input type="checkbox"/> 9) Tractor / Triples <input type="checkbox"/> 10) Truck with Trailer			<input type="checkbox"/> 1) Driver <input type="checkbox"/> 2) Log Book <input type="checkbox"/> 3) Shipping Papers / Trip Manifest			
<input type="checkbox"/> 4) State Reg. <input type="checkbox"/> 5) Side Of Vehicle <input type="checkbox"/> 6) Other						
Carrier Name: RHEAS TRANS INC			Power Unit GCWR <input type="checkbox"/> 1) ≤ 10,000 Lbs. <input type="checkbox"/> 2) 10,001 - 26,000 Lbs. <input checked="" type="checkbox"/> 3) ≥ 26,001 Lbs.			
<input type="checkbox"/> 1) Hazmat <input type="checkbox"/> 2) Released						
Carrier Street Address: RHEAS TRANS INC			City: SACRAMENTO	State <input type="checkbox"/> 1) NV <input type="checkbox"/> 2) CA	Zip Code: 95823	
Cargo Body Type			Haz-Mat ID #:		Type of Carrier	
<input type="checkbox"/> 1) Pole <input type="checkbox"/> 2) Tank <input type="checkbox"/> 3) Flatbed <input type="checkbox"/> 4) Dump <input type="checkbox"/> 5) Unknown			<input checked="" type="checkbox"/> 6) Van / Box <input type="checkbox"/> 7) Concrete Mixer <input type="checkbox"/> 8) Auto Carrier <input type="checkbox"/> 9) Garbage / Refuse <input type="checkbox"/> 10) Not Applicable		<input type="checkbox"/> 11) Grain, Gravel Chips <input type="checkbox"/> 12) Bus, 9—15 Occupants <input type="checkbox"/> 13) Bus, > 15 Occupants <input type="checkbox"/> 14) Other	
<input type="checkbox"/> 1) Single State <input checked="" type="checkbox"/> 2) USDOT <input type="checkbox"/> 3) Canada <input type="checkbox"/> 4) Mexico <input type="checkbox"/> 5) None			Hazard Classification #:		NAS Safety Report #:	
					Carrier Number: 2465473	
					Page 4 of 7	

Event Number: 161200817		STATE OF NEVADA TRAFFIC CRASH REPORT VEHICLE INFORMATION SHEET Revised 1/2016		Crash Number: NHP161200817		Vehicle Information	
Vehicle # V2	# Occupants 1	<input type="checkbox"/> 1) At Fault <input type="checkbox"/> 2) Non Contact Vehicle		Agency Number: NEVADA HIGHWAY PATROL			
Direction of Travel: <input type="checkbox"/> 1) North <input type="checkbox"/> 3) East <input type="checkbox"/> 5) Unknown <input type="checkbox"/> 2) South <input checked="" type="checkbox"/> 4) West		Roadway / Street Name: IR80 W			Travel Lane #: 2		
Vehicle Action: <input checked="" type="checkbox"/> 1) Straight <input type="checkbox"/> 3) Left Turn <input type="checkbox"/> 5) U-Turn <input type="checkbox"/> 7) Wrong Way <input type="checkbox"/> 9) Passing <input type="checkbox"/> 11) Leaving Parked <input type="checkbox"/> 13) Leaving Lane <input type="checkbox"/> 16) Driverless Vehicle <input type="checkbox"/> 19) Unknown <input type="checkbox"/> 2) Backing <input type="checkbox"/> 4) Right Turn <input type="checkbox"/> 6) Parked <input type="checkbox"/> 8) Stopped <input type="checkbox"/> 10) Racing <input type="checkbox"/> 12) Entering Lane <input type="checkbox"/> 15) Enter Parked <input type="checkbox"/> 17) Lane Change <input type="checkbox"/> 22) Negotiating a Curve							
Driver: (Last Name, First Name, Middle Name Suffix) MILLER, ALLEN MICHAEL				Transported By: <input type="checkbox"/> 1) Not Transported <input checked="" type="checkbox"/> 2) EMS <input type="checkbox"/> 3) Police <input type="checkbox"/> 4) Unknown <input type="checkbox"/> 5) Other _____ ELKO AMBULANCE/ELKO CO			
Street Address: 1074 N STONEHENGE				Transported To: UTAH UNIVERSITY HOSPITAL			
City: MERIDIAN		State / Country <input type="checkbox"/> 1) NV ID		Zip Code: 83642		Person Type: 1 Seating Position: 1 Occupant Restraints: 7	
<input checked="" type="checkbox"/> 1) Male <input type="checkbox"/> 3) Unknown <input type="checkbox"/> 2) Female		DOB: 5 / 1 / 1991		Phone Number: 2089410543		Injury Severity: A Injury Location: 6 1 7	
OLN: _____		State <input type="checkbox"/> 1) NV ID		Class: <input type="checkbox"/> 1) CDL <input checked="" type="checkbox"/> 2) DL License Status 0		Airbags: 8 Airbag Switch: Ejected: 0 Trapped: 1	
Compliance: <input type="checkbox"/> 1) Restrict <input type="checkbox"/> 2) Endorse		Endorsements		Restrictions		Driver Factors	
Alcohol / Drug Involvement <input checked="" type="checkbox"/> 1) Not Involved <input type="checkbox"/> 2) Suspected Impairment <input type="checkbox"/> 3) Alcohol <input type="checkbox"/> 4) Drugs <input type="checkbox"/> 5) Unknown		Method of Determination (check up to 2) <input type="checkbox"/> 1) Field Sobriety Test <input type="checkbox"/> 4) Urine Test <input type="checkbox"/> 2) Evidentiary Breath <input type="checkbox"/> 5) Blood Test <input type="checkbox"/> 3) Driver Admission <input type="checkbox"/> 6) Preliminary Breath Test		Test Results:		<input checked="" type="checkbox"/> 1) Apparently Normal <input type="checkbox"/> 6) Driver Ill / Injured <input type="checkbox"/> 2) Had Been Drinking <input type="checkbox"/> 7) Other Improper Driving <input type="checkbox"/> 3) Drug Involvement <input type="checkbox"/> 8) Driver Inattention / Distracted <input type="checkbox"/> 4) Apparently Fatigued / Asleep <input type="checkbox"/> 9) Physical Impairment <input type="checkbox"/> 5) Obstructed View <input type="checkbox"/> 10) Unknown	
Vehicle Year: 1995		Vehicle Make: CHEVROLET		Vehicle Model: C/K 1500 SERIES		Vehicle Type: PICKUP	
Plate / Permit No.: 1A6F257		State <input type="checkbox"/> 1) NV ID		Expiration Date: 12 / 31 / 2016		Vehicle Color: BGE	
Vehicle Identification Number: 2GCEK19K7S1230751							
Registered Owner Name: <input type="checkbox"/> 1) Same As Driver MILLER, ALLEN MICHAEL							
Registered Owner Address: 1074 N STONEHENGE WAY, MERIDIAN, ID 83642							
Insurance Company Name: <input checked="" type="checkbox"/> 1) Insured PROGRESSIVE							
Policy number: 906128656		Effective: 12 / 1 / 2016		To: 6 / 1 / 2017			
Insurance Company Address or Phone Number: 800-274-4499							
<input checked="" type="checkbox"/> 1) Vehicle Towed		Towed By: LOSTRA BROS - ELKO					
Removed To: TOW YARD							
Traffic Control				Distance Traveled After Impact 0 FEET		Speed Estimate	
<input type="checkbox"/> 2) Traffic Control Signal <input type="checkbox"/> 11) Stop Sign <input type="checkbox"/> 3) Flashing Traffic Control Signal <input type="checkbox"/> 12) Yield Sign <input type="checkbox"/> 4) School Zone Sign / Device <input type="checkbox"/> 13) Railway Crossing Sign / Device <input type="checkbox"/> 5) Pedestrian Signal / Sign <input type="checkbox"/> 17) Chain / Snow Tire Req. <input type="checkbox"/> 6) No Passing <input type="checkbox"/> 20) Officer / Flagger <input type="checkbox"/> 7) No Controls <input type="checkbox"/> 19) Unknown <input type="checkbox"/> 8) Warning Sign <input type="checkbox"/> 10) Other _____				From 65 To 70 Limit 75 65 70 75			
Sequence of Events							
Code #		Description				Collision With Fixed Object	
1st 109		RAN OFF ROAD LEFT				<input type="checkbox"/>	
2nd 217		SLOW/STOPPED VEHICLE				<input checked="" type="checkbox"/>	
3rd						<input type="checkbox"/>	
4th						<input type="checkbox"/>	
5th						<input type="checkbox"/>	
Extent of Damage							
<input type="checkbox"/> 1) Minor <input checked="" type="checkbox"/> 4) Total <input type="checkbox"/> 2) Moderate <input type="checkbox"/> 5) None <input type="checkbox"/> 3) Major <input type="checkbox"/> 6) Unknown							
1st Contact						Damaged Areas	
						<input checked="" type="checkbox"/> 1) Front <input type="checkbox"/> 2) Right Side <input type="checkbox"/> 3) Left Side <input type="checkbox"/> 4) Rear <input checked="" type="checkbox"/> 5) Right Front <input type="checkbox"/> 6) Right Rear <input type="checkbox"/> 7) Top <input type="checkbox"/> 8) Under Carriage <input type="checkbox"/> 9) Left Front <input type="checkbox"/> 10) Left Rear <input type="checkbox"/> 11) Unknown <input type="checkbox"/> 12) Other	
<input type="checkbox"/> 1) NRS <input type="checkbox"/> 2) CFR <input type="checkbox"/> 3) CC/MC <input type="checkbox"/> 4) Pending		Violation		NOC		Citation Number	
(1)							
<input type="checkbox"/> 1) NRS <input type="checkbox"/> 2) CFR <input type="checkbox"/> 3) CC/MC		Violation		NOC		Citation Number	
(2)							
Investigator(s) Jenkins		ID Number H6343		Date 12 / 8 / 2016		Reviewed By Tony Roth	
				Date Reviewed 2 / 20 / 2017		Page 5 of 7	

Miller 0008568

Event Number: 161200817		STATE OF NEVADA TRAFFIC CRASH REPORT VEHICLE INFORMATION SHEET Revised 1/2016		Crash Number: NHP161200817 Agency Number: NEVADA HIGHWAY PATROL		Vehicle Information					
Name: (Last Name, First Name, Middle Name Suffix)				Transported By: <input type="checkbox"/> 1) Not Transported <input type="checkbox"/> 2) EMS <input type="checkbox"/> 3) Police <input type="checkbox"/> 4) Unknown <input type="checkbox"/> 5) Other _____							
Street Address:				Transported To:							
City:		State / Country <input type="checkbox"/> 1) NV		Zip Code:		Person Type:		Seating Position:		Occupant Restraints:	
<input type="checkbox"/> 1) Male <input type="checkbox"/> 3 Unknown <input type="checkbox"/> 2) Female		DOB: / /		Phone Number:		Injury Severity:		Injury Location:			
				Airbags:		Airbag Switch:		Ejected:		Trapped:	
Name: (Last Name, First Name, Middle Name Suffix)				Transported By: <input type="checkbox"/> 1) Not Transported <input type="checkbox"/> 2) EMS <input type="checkbox"/> 3) Police <input type="checkbox"/> 4) Unknown <input type="checkbox"/> 5) Other _____							
Street Address:				Transported To:							
City:		State / Country <input type="checkbox"/> 1) NV		Zip Code:		Person Type:		Seating Position:		Occupant Restraints:	
<input type="checkbox"/> 1) Male <input type="checkbox"/> 3 Unknown <input type="checkbox"/> 2) Female		DOB: / /		Phone Number:		Injury Severity:		Injury Location:			
				Airbags:		Airbag Switch:		Ejected:		Trapped:	
Name: (Last Name, First Name, Middle Name Suffix)				Transported By: <input type="checkbox"/> 1) Not Transported <input type="checkbox"/> 2) EMS <input type="checkbox"/> 3) Police <input type="checkbox"/> 4) Unknown <input type="checkbox"/> 5) Other _____							
Street Address:				Transported To:							
City:		State / Country <input type="checkbox"/> 1) NV		Zip Code:		Person Type:		Seating Position:		Occupant Restraints:	
<input type="checkbox"/> 1) Male <input type="checkbox"/> 3 Unknown <input type="checkbox"/> 2) Female		DOB: / /		Phone Number:		Injury Severity:		Injury Location:			
				Airbags:		Airbag Switch:		Ejected:		Trapped:	
<input type="checkbox"/> 1) Trailing Unit 1 VIN :				Plate:		State: <input type="checkbox"/> 1) NV		Type:			
<input type="checkbox"/> 1) Trailing Unit 1 VIN :				Plate:		State: <input type="checkbox"/> 1) NV		Type:			
<input type="checkbox"/> 1) Trailing Unit 1 VIN :				Plate:		State: <input type="checkbox"/> 1) NV		Type:			
Commercial Vehicle Configuration											
<input type="checkbox"/> 1) Bus, 9 - 15 Occupants <input type="checkbox"/> 2) Bus, > 15 Occupants <input type="checkbox"/> 3) Single 2 Axle and 6 Tire <input type="checkbox"/> 4) Single > 3 Axle <input type="checkbox"/> 5) Any 4 Tire Vehicle <input type="checkbox"/> 6) Tractor Only <input type="checkbox"/> 7) Tractor / Trailer <input type="checkbox"/> 8) Tractor / Doubles <input type="checkbox"/> 9) Tractor / Triples <input type="checkbox"/> 10) Truck with Trailer						<input type="checkbox"/> 1) Commercial Vehicle <input type="checkbox"/> 2) School Bus Source <input type="checkbox"/> 1) Driver <input type="checkbox"/> 2) Log Book <input type="checkbox"/> 3) Shipping Papers / Trip Manifest <input type="checkbox"/> 4) State Reg. <input type="checkbox"/> 5) Side Of Vehicle <input type="checkbox"/> 6) Other _____					
Carrier Name:						Power Unit GCWR <input type="checkbox"/> 1) ≤ 10,000 Lbs. <input type="checkbox"/> 2) 10,001 - 26,000 Lbs. <input type="checkbox"/> 3) ≥ 26,001 Lbs.					
Carrier Street Address:						City:					
						State <input type="checkbox"/> 1) NV		Zip Code:			
Cargo Body Type <input type="checkbox"/> 1) Pole <input type="checkbox"/> 6) Van / Box <input type="checkbox"/> 11) Grain, Gravel Chips <input type="checkbox"/> 2) Tank <input type="checkbox"/> 7) Concrete Mixer <input type="checkbox"/> 12) Bus, 9—15 Occupants <input type="checkbox"/> 3) Flatbed <input type="checkbox"/> 8) Auto Carrier <input type="checkbox"/> 13) Bus, > 15 Occupants <input type="checkbox"/> 4) Dump <input type="checkbox"/> 9) Garbage / Refuse <input type="checkbox"/> 14) Other <input type="checkbox"/> 5) Unknown <input type="checkbox"/> 10) Not Applicable						Haz-Mat ID #:		Type of Carrier <input type="checkbox"/> 1) Single State <input type="checkbox"/> 2) USDOT <input type="checkbox"/> 3) Canada <input type="checkbox"/> 4) Mexico <input type="checkbox"/> 5) None		NAS Safety Report #:	
						Hazard Classification #:		Carrier Number:			
								<div style="text-align: right;"> Page 6 of 7 </div>			

Event Number: 161200817		STATE OF NEVADA TRAFFIC ACCIDENT REPORT Occupant / Witness Supplement <small>Revised 1/14/04</small>			Accident Number: NHP161200817 Agency Name: NEVADA HIGHWAY PATROL	
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V #	Name: (Last Name, First Name, Middle Name Suffix) DUNCAN, DWAYNE TAMAR	Transported By: <input type="checkbox"/> 1) Not Transported <input type="checkbox"/> 2) EMS <input type="checkbox"/> 3) Police <input type="checkbox"/> 4) Unknown <input type="checkbox"/> 5) Other _____			
Street Address: 417 SUNNYVIEW CIRCLE		Transported To:			
City: ORLANDO	State / Country <input type="checkbox"/> 1) NV FL	Zip Code: 32810	Person Type: 3	Seating Position:	Occupant Restraints:
<input checked="" type="checkbox"/> 1) Male <input type="checkbox"/> 3) Unknown <input type="checkbox"/> 2) Female	DOB: 7 / 18 / 1986	Phone Number: 4077823965	Injury Severity:	Injury Location:	
			Airbags:	Airbag Switch:	Ejected: Trapped:

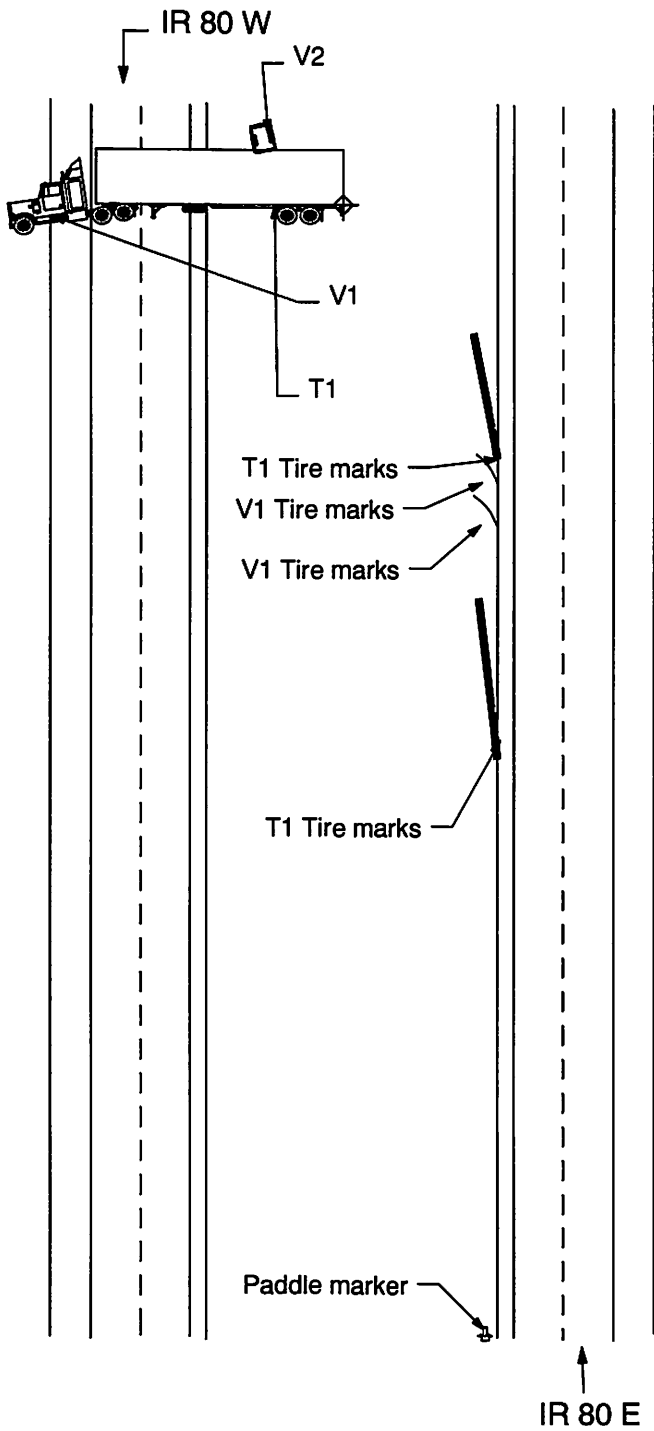
V #	Name: (Last Name, First Name, Middle Name Suffix)	Transported By: <input type="checkbox"/> 1) Not Transported <input type="checkbox"/> 2) EMS <input type="checkbox"/> 3) Police <input type="checkbox"/> 4) Unknown <input type="checkbox"/> 5) Other _____			
Street Address:		Transported To:			
City:	State / Country <input type="checkbox"/> 1) NV	Zip Code:	Person Type:	Seating Position:	Occupant Restraints:
<input type="checkbox"/> 1) Male <input type="checkbox"/> 3) Unknown <input type="checkbox"/> 2) Female	DOB: / /	Phone Number:	Injury Severity:	Injury Location:	
			Airbags:	Airbag Switch:	Ejected: Trapped:

V #	Name: (Last Name, First Name, Middle Name Suffix)	Transported By: <input type="checkbox"/> 1) Not Transported <input type="checkbox"/> 2) EMS <input type="checkbox"/> 3) Police <input type="checkbox"/> 4) Unknown <input type="checkbox"/> 5) Other _____			
Street Address:		Transported To:			
City:	State / Country <input type="checkbox"/> 1) NV	Zip Code:	Person Type:	Seating Position:	Occupant Restraints:
<input type="checkbox"/> 1) Male <input type="checkbox"/> 3) Unknown <input type="checkbox"/> 2) Female	DOB: / /	Phone Number:	Injury Severity:	Injury Location:	
			Airbags:	Airbag Switch:	Ejected: Trapped:

V #	Name: (Last Name, First Name, Middle Name Suffix)	Transported By: <input type="checkbox"/> 1) Not Transported <input type="checkbox"/> 2) EMS <input type="checkbox"/> 3) Police <input type="checkbox"/> 4) Unknown <input type="checkbox"/> 5) Other _____			
Street Address:		Transported To:			
City:	State / Country <input type="checkbox"/> 1) NV	Zip Code:	Person Type:	Seating Position:	Occupant Restraints:
<input type="checkbox"/> 1) Male <input type="checkbox"/> 3) Unknown <input type="checkbox"/> 2) Female	DOB: / /	Phone Number:	Injury Severity:	Injury Location:	
			Airbags:	Airbag Switch:	Ejected: Trapped:

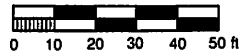
V #	Name: (Last Name, First Name, Middle Name Suffix)	Transported By: <input type="checkbox"/> 1) Not Transported <input type="checkbox"/> 2) EMS <input type="checkbox"/> 3) Police <input type="checkbox"/> 4) Unknown <input type="checkbox"/> 5) Other _____			
Street Address:		Transported To:			
City:	State / Country <input type="checkbox"/> 1) NV	Zip Code:	Person Type:	Seating Position:	Occupant Restraints:
<input type="checkbox"/> 1) Male <input type="checkbox"/> 3) Unknown <input type="checkbox"/> 2) Female	DOB: / /	Phone Number:	Injury Severity:	Injury Location:	
			Airbags:	Airbag Switch:	Ejected: Trapped:

Investigator(s) Jenkins	ID Number H6343	Date 12 / 8 / 2016	Reviewed By Tony Roth	Date Reviewed 2 / 20 / 2017	Page 7 of 7
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Legend-

Record Time 1600
 Crash #161200817
 Date: 12/8/16
 Weather: Cloudy, Snowing
 Location: V1 left roadway left approximately .5 miles
 east of IR 80 mile marker 36 Elko County
 Scale: Not to scale, some measurements were
 visually obtained using photographs
 Measured with rolla tape
 Measured by Fronczek #622
 Drawn by Fronczek #622
 Assisted by Ducharme #648





Nevada Department of Public Safety – *Highway Patrol*
Northern Command East

Case Number 161200817

Introduction

The crash occurred on December 8th, 2016 at approximately 2203 hours. The scene of the crash was on IR 80 approximately .5 miles east of mile marker 36 Elko. This location is approximately 12 miles east of the city of Elko Nevada, county of Elko, within the borders of the State of Nevada.

Notification

Involved Agencies:

During the duration of the scene investigation, personnel from the following agencies responded and assisted with duties associated with the crash investigation.

Nevada Highway Patrol

Trooper B. Jenkins #343
Trooper C. Fronczek #622
Trooper A. Stackhouse #644
Trooper G. Ducharme #648
Trooper S. Burt #202
CVSI D. Mawson #9036
1-775-753-1111: 3920 E Idaho St, Elko, Nevada

Elko County Sheriff's Office

1-775-738-3421 – 775 W Silver Street · Elko, Nevada

Nevada Department of Transportation (Elko Office)

1-775-777-2700 – 1951 Idaho Street, Elko, Nevada

Lostra Brothers Towing (Elko, Nevada)

1-775-738-8899 – 5400 E. Idaho Street, Elko, Nevada

Roadway Towing (Wells, Nevada)

1-775-752-3377 – 970 6th St, Wells, Nevada

A&K Towing (Elko, Nevada)

1-775-753-5554 – 944 W Main St, Elko, Nevada

Elko County Fire and EMS: Medical / Rescue

1-775-738-9960 – 155 S. 9th Street, Elko, Nevada (Elko County Fire)
1-775-738-9960 - P.O. Box 165-13, Elko Nevada (Ryndon VFD Fire)
1-775-397-7190 - 569 Court Street, Elko, Nevada (Elko County Ambulance)

Report Written By: Trp. B. Jenkins #343

Case Title: Level 1 Crash – IR80 @ Mile Marker 36 Elko

Date of Crash: December 8th, 2016 Time of Crash: 2203Hours



Nevada Department of Public Safety – *Highway Patrol*
Northern Command East

Case Number 161200817

Elko Fire Department

1-775-777-7345 - 911 W Idaho Street, Elko Nevada (Fire)

Reach Air Ambulance (Helicopter)

1-801-243-8690 – 1655 Thomas Gallagher Way, Elko, Nevada [taken by ground]

M.I.R.T. Notification

NHP personnel from the Elko and Wells district responded to the crash scene. The crash resulted in two occupants being transported to the Northeastern Nevada Regional Hospital. Ronel R. Singh was treated and released. Allen Michael Miller was flown to the University of Utah Hospital with substantial bodily injury. Trooper C. Fronczek was assigned as the lead investigator. Due to Trooper Fronczek accepting employment with another agency, I was assigned as the crash's primary investigator.

Report Written By: Trp. B. Jenkins #343

Case Title: Level 1 Crash – IR80 @ Mile Marker 36 Elko

Date of Crash: December 8th, 2016 Time of Crash: 2203Hours



Nevada Department of Public Safety – *Highway Patrol*
Northern Command East

Case Number
161200817

Scene Identification

Location Map



Report Written By: Trp. B. Jenkins #343
Case Title: Level 1 Crash – IR80 @ Mile Marker 36 Elko
Date of Crash: December 8th, 2016 Time of Crash: 2203Hours



Nevada Department of Public Safety – Highway Patrol
Northern Command East

Case Number 161200817

Roadway Description

IR 80 is an East / West roadway stretching across the northern portion of Nevada. The road is a four lane, two directional divided highway of asphalt/concrete construction, being approximately 38 feet from pavement edge to pavement edge. Each travel lane is 12 feet for a total of 24 feet. The shoulders are paved, being 4 foot inside and 10 foot outside. The highway is divided by an unprotected median of varying widths

The posted speed limit for IR80 @ mile marker 36 Elko in the area of the crash is 75 mph. The roadway was icy and snow covered at the time of the collision. There were no visual obstructions observed at the scene. The area of the crash falls within the borders of the State of Nevada.

The terrain surrounding the scene of the crash is mountain desert.

Lighting Conditions

The crash occurred during the hours of night and no artificial roadway light was present.

Weather Conditions

Weather conditions: I obtained the weather information from Weatherunderground.com. The weather station was located in Elko, NV.

Weather

The conditions at the scene were similar to the below reported conditions. The following information was obtained from Weatherunderground.com.

9:56 PM	28.9 °F	25.2 °F	25.0 °F	85%	30.20 in	10.0 mi	West	3.5 mph	-	N/A	Overcast
10:56 PM	30.0 °F	26.5 °F	26.1 °F	85%	30.22 in	10.0 mi	East	3.5 mph	-	0.00 in	Overcast
11:56 PM	32.0 °F	28.7 °F	28.0 °F	85%	30.20 in	10.0 mi	ENE	3.5 mph	-	N/A	Overcast

Thursday, December 8, 2016

	Actual	Average	Record
Temperature			
Mean Temperature	26 °F	27 °F	
Max Temperature	32 °F	38 °F	61 °F (1913)

Report Written By: Trp. B. Jenkins #343

Case Title: Level 1 Crash – IR80 @ Mile Marker 36 Elko

Date of Crash: December 8th, 2016 Time of Crash: 2203Hours



Nevada Department of Public Safety – *Highway Patrol*
Northern Command East

Case Number 161200817

	Actual	Average	Record
Min Temperature	19 °F	16 °F	-21 °F (1951)
Degree Days			
Heating Degree Days	39	38	
Month to date heating degree days	314	298	
Since 1 July heating degree days	1659	2036	
Cooling Degree Days	0	0	
Month to date cooling degree days	0	0	
Year to date cooling degree days	560	383	
Moisture			
Dew Point	18 °F		
Average Humidity	66		
Maximum Humidity	85		
Minimum Humidity	47		
Precipitation			
Precipitation	0.24 in	0.04 in	0.50 in (1918)
Month to date precipitation	0.24	0.30	
Year to date precipitation	11.76	9.01	
Snow			
Snow	2.90 in	0.30 in	5.00 in (1924)
Month to date snowfall	2.9	2.2	
Since 1 July snowfall	8.4	7.9	
Snow Depth	3.00 in		

Report Written By: Trp. B. Jenkins #343

Case Title: Level 1 Crash – IR80 @ Mile Marker 36 Elko

Date of Crash: December 8th, 2016 Time of Crash: 2203Hours



Nevada Department of Public Safety – *Highway Patrol*
Northern Command East

Case Number 161200817

	Actual	Average	Record
Sea Level Pressure			
Sea Level Pressure	30.18 in		
Wind			
Wind Speed	5 mph (ENE)		
Max Wind Speed	12 mph		
Max Gust Speed	13 mph		
Visibility	5 miles		
Events	Fog , Snow		

T = Trace of Precipitation, MM = Missing Value

Source: NWS Daily Summary

Response / Scene Investigation

Preliminary Information

The crash involved a 2004 Volvo Tractor (V-1), a 2004 Great Dane Box Trailer (T-1) and a 1995 Chevy Pickup (V-2). V-1 and T1 were traveling eastbound on IR80 in the #2 travel lane, at approximately mile marker 36 in Elko County. V-2 was traveling westbound on IR80 in the #2 travel lane, at approximately mile marker 36 in Elko County. Based off of the roadway evidence, D-1 appeared to be traveling too fast for the icy/snowy road conditions and T-1 began to rotate counterclockwise. V-1 crossed over the #1 travel lane, into the dirt median. V-1's wheels furrowed into the dirt median causing V-1 to overturn to its' right side. V-1 continued through the dirt median, and slid across the westbound travel lanes. V-1 came to rest on its right side, facing north, across both westbound travel lanes. T-1 came to rest on its right side, attached to V-1, facing north, across the #2 westbound travel lane and the dirt median. V-2 also appeared to be traveling too fast for the icy/snowy road conditions. D-2 observed a vehicle blocking both westbound travel lanes and pulled to the left to avoid a collision. V-2 crossed the #1 travel lane and into the dirt median, striking T-1 toward the rear of T-1. V-2 became lodged under and into T-1, on its wheels, facing west, in the dirt median. D-2 was pinned inside the vehicle and required a lengthy multi-agency extrication due to the lack of access to the driver.



Nevada Department of Public Safety – *Highway Patrol*
Northern Command East

Case Number 161200817

Dispatch Time / Arrival

On the night of December 8th, 2016 at approximately 2206 hours I, Trooper Jenkins, was advised by DPS Dispatch of a vehicle accident involving a commercial motor vehicle and a silver sedan. It was reported that the commercial vehicle driver was out of the vehicle, but the driver of the sedan was unresponsive. I was advised that the crash occurred on IR80 at approximately mile marker 314, which is Elko County mile marker 36. I responded to the scene from IR80 mm 292, which is Elko County mile marker 14. Trooper Fronczek was the first Trooper to arrive, and was the primary officer. I arrived on scene at approximately 2226 hours. After arriving on scene I provided NHP Dispatch with the license plate and vehicle information for the trapped vehicle. I advised them that it was a pickup that was trapped.

Scene Assessment

I arrived on scene on December 8th, 2016 at approximately 2226 hours and observed the Elko County Fire department crew on scene attempting to access the trapped occupant. The westbound travel lanes and dirt median were blocked by the commercial truck and trailer. There was an Elko County Sheriff's Department vehicle blocking the eastbound #1 travel lane. I positioned my vehicle in the #1 eastbound travel lane, set out LED Turbo Flares, and provided temporary traffic control. I observed a Chevy pickup truck in the dirt median, embedded into the commercial vehicle trailer. The driver of the pickup truck was trapped inside and I was told that he was unresponsive by the EMS units on scene. The driver of the commercial motor vehicle was out of the truck and was being attended to by EMS. The driver of the commercial vehicle voluntarily consented to a blood alcohol test, and the blood draw was performed by the Ambulance crew prior to him being taken to the Northeastern Nevada Regional Hospital for treatment of minor injuries.

I began taking photos of the roadway markings and the scene for Trooper Fronczek, and assisted EMS and Fire with lighting etc. The commercial vehicle trailer had to be lifted off of the pickup truck in order to free the driver; this had to be accomplished by utilizing both the Elko and Wells Heavy Duty tow trucks. All four lanes of travel on IR80 were closed in order to facilitate the extrication efforts. Once the trailer was raised enough, the tow drivers were able to winch out the pickup to gain access to the driver. Once extricated, the driver of the pickup was transported by the Elko County Ambulance to the Northeastern Nevada Regional Hospital where he was stabilized before being flown to the University of Utah Hospital in Salt Lake City, Utah with substantial bodily injury. Once the driver was transported and the tow trucks were able to get the commercial vehicle out of the roadway, all travel lanes were opened back up. I was released from the scene and responded to the Elko NHP office to download the photos I had taken for Trooper Fronczek.



Nevada Department of Public Safety – *Highway Patrol*
Northern Command East

Case Number 161200817

Response / Scene Investigation

Trooper G. Ducharme #6648
Written 1/11/17

Dispatch Time / Arrival

On December 8th, 2016 at approximately 2330 hours I arrived on scene of a severe injury accident on IR 80 near Elko county mile marker 36. I observed all westbound travel lanes blocked. The # 1 eastbound travel lane was blocked by emergency personnel. Other Elko county Sheriff Deputies, and three Nevada Highway Troopers were on scene prior to my arrival.

Scene

Upon arrival I observed a commercial motor vehicle on its left side blocking all the westbound travel lanes with the trailer laying across the median. I observed a brown Chevy pickup underneath the trailer in the median. I made contact with Trooper Fronczek #622 to see if he needed any assistance to which he did not have any instructions for me at the time.

Scene Duties

When the Elko County ambulance was ready to transport the driver from the chevy pickup, Trooper Jenkins #343 instructed me to block eastbound traffic so the ambulance could exit at the 317 to head westbound to Elko. I remained on scene after, and assisted Trooper Fronczek with westbound traffic control until approximately 0220 hours when I left the scene.



Nevada Department of Public Safety – *Highway Patrol*
Northern Command East

Case Number

161200817

Evidence Documentation

I observed and photographed the roadway evidence and the vehicles involved using my Department issued Sony Cybershot 12.1 megapixel digital camera with 4X optical zoom, SN 0670617. I took 110 photographs at the scene. Trooper Fronczek completed the diagram of the crash scene. CVSI Dan Mawson completed the commercial vehicle inspection, downloaded the Event Data Recorder (EDR), and completed the vehicle damage assessment of the commercial motor vehicle. Sgt's Perez and Howell completed the vehicle damage assessment for the Chevy pickup.

On January 6th, 2016 I received the blood alcohol results from the Washoe County Crime Lab for Singh, the driver of the commercial motor vehicle. The results were 0.00BAC. On January 16th, 2017 I received the Blood drug results for Singh, The results were None Detected in all categories.

Evidence Documents:

Unsworn Declaration for Evidentiary Blood Sample – Mr. Singh
Toxicology Evidence Submittal form – T061707
Forensic Report, Washoe County Crime Lab - Ethanol
Forensic Report, Washoe County Crime Lab – Drugs
Electronic Data Recorder consent form
Elko Property Room Property Report

Driver Profiles

Report Written By: Trp. B. Jenkins #343
Case Title: Level 1 Crash – IR80 @ Mile Marker 36 Elko
Date of Crash: December 8th, 2016 Time of Crash: 2203Hours



Nevada Department of Public Safety – *Highway Patrol*
Northern Command East

Case Number 161200817

Driver #1, Ronel R. Singh

Identification

Mr. Singh was the driver of V-1. Mr. Singh was identified by his California driver's license.

Mr. Singh is a 31 year old male with a date of birth of July 21st, 1985. His listed address is 8001 Renton Way, Sacramento, CA. 95823. Mr. Singh's physical description is 5'07" tall, 110 pounds. Mr. Singh has black hair and black eyes.

Established as driver by:

- 1.) Mr. Singh was identified as the driver of V-1 by his admission, Log Book, and other miscellaneous papers located inside the cab.

Driving History:

Mr. Singh has a class "A" driver's license. Mr. Singh was operating V-1 with a valid driver's license at the time of the crash.

Traffic Convictions:

12/23/2015 to 6/21/16 Violation FTA cleared
 12/09/2015 to 6/11/16 Violation FTA cleared
 05/24/2015 to 8/24/15 Violation 22350 Speeding in Inclement weather
 Violation 27360A Child not in proper child restraint.
 05/12/2014 to 9/16/14 Violation 22406A Speeding in a Commercial Vehicle

Pre-Collision History:

Mr. Singh stated that on December 6th, 2016 he worked 6 hours during the day, and 2 hrs at night in his company's dispatch. On December 7th, 2016 he was off duty and at home. On December 8th, 2016 Mr. Singh stated that he picked up his load from Sacramento, CA. to Salt Lake City, UT., and began driving in the early afternoon. Mr. Singh stated that he stopped for fuel, and took his 30 minute break around Fernley, NV Mr. Singh stated that he had just come through Elko, NV and was continuing to Salt Lake City, UT at the time of the crash.

Sobriety

There was no indication of alcoholic beverage consumption, prescription or illegal drug use in Mr. Singh's vehicle or on his person at the crash scene. Mr. Singh voluntarily consented to a Blood Alcohol draw which was completed at the scene by the Elko County Ambulance Crew. The results of the blood test were 0.00 BAC, and no drugs were found. The results of the blood test are supplemental to this report



Nevada Department of Public Safety – *Highway Patrol*
Northern Command East

Case Number 161200817

Transportation from scene

Mr. Singh was transported by the Elko County Ambulance to the Northeastern Nevada Regional Hospital for treatment of minor injuries.

Injuries

Mr. Singh had claimed injuries to his upper extremities.

Driver Profiles

Driver #2, Allen Michael Miller

Identification

Mr. Miller was the driver of V-2. Mr. Miller was identified by his Idaho driver's license.

Mr. Miller is a 25 year old male with a date of birth of May 1st, 1991. His listed address is 1074 N Stonehenge Meridian, Idaho. 83642. Mr. Miller's physical description is 5'08" tall, 145 pounds. Mr. Miller has sandy hair and blue eyes.

Established as driver by:

- 1.) Observed pinned in the driver's seat, seat belted, behind the steering wheel.
- 2.) The vehicle is registered to Mr. Miller.



Nevada Department of Public Safety – *Highway Patrol*
Northern Command East

Case Number 161200817

Driving History:

Mr. Miller has a class "D" driver's license. Mr. Miller was operating V-2 with a valid driver's license at the time of the crash.

Traffic Convictions:

10/21/2010 Violation Citation for Basic Speed Rule 16+ MPH over limit
12/30/2009 Violation Citation for Failure to use turn signal

Pre-Collision History:

Mr. Miller stated that he went to bed at his residence around 8:00 to 10:00PM on the evening of 12/7/2016. Mr. Miller went to work and worked his normal eight hour shift. Upon completion of his work day Mr. Miller returned home, spoke to his roommate and finished packing etc for his planned trip to Elko. Mr. Miller left his residence in Meridian, Idaho and was traveling toward Elko at the time of the crash.

Sobriety

I was not able to see and assess Mr. Miller personally due to his being transported by Elko County Ambulance. Upon my investigation of inside of Mr. Miller's vehicle and the crash scene, no evidence of alcoholic beverage consumption, prescription or illegal drug use was located.

Transportation from scene

Mr. Miller was transported via the ambulance to the Northeastern Nevada Regional Hospital. He was subsequently transported by Air Ambulance to the University of Utah Hospital in Salt Lake City, Utah.

Injuries

Mr. Miller suffered injuries to his Head, Spine and upper extremities.

Vehicle Damage

Report Written By: Trp. B. Jenkins #343
Case Title: Level 1 Crash – IR80 @ Mile Marker 36 Elko
Date of Crash: December 8th, 2016 Time of Crash: 2203Hours



Nevada Department of Public Safety – *Highway Patrol*
Northern Command East

Case Number
161200817

Vehicle #1

CVSI Dan Mawson completed the Vehicle Damage Assessment for V-1 and T-1. Please see attached report from Mr. Mawson. Below are a few photos for reference.



No damage was visible to the top of V-1

Report Written By: Trp. B. Jenkins #343
Case Title: Level 1 Crash – IR80 @ Mile Marker 36 Elko
Date of Crash: December 8th, 2016 Time of Crash: 2203Hours

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Miller 0008584



Nevada Department of Public Safety – *Highway Patrol*
Northern Command East

Case Number
161200817



No visible contact damage visible to the front of T-1



Nevada Department of Public Safety – *Highway Patrol*
Northern Command East

Case Number
161200817



Visible contact damage to the front bumper of V-1 causing the headlight assemblies to detach

Report Written By: Trp. B. Jenkins #343
Case Title: Level 1 Crash – IR80 @ Mile Marker 36 Elko
Date of Crash: December 8th, 2016 Time of Crash: 2203Hours

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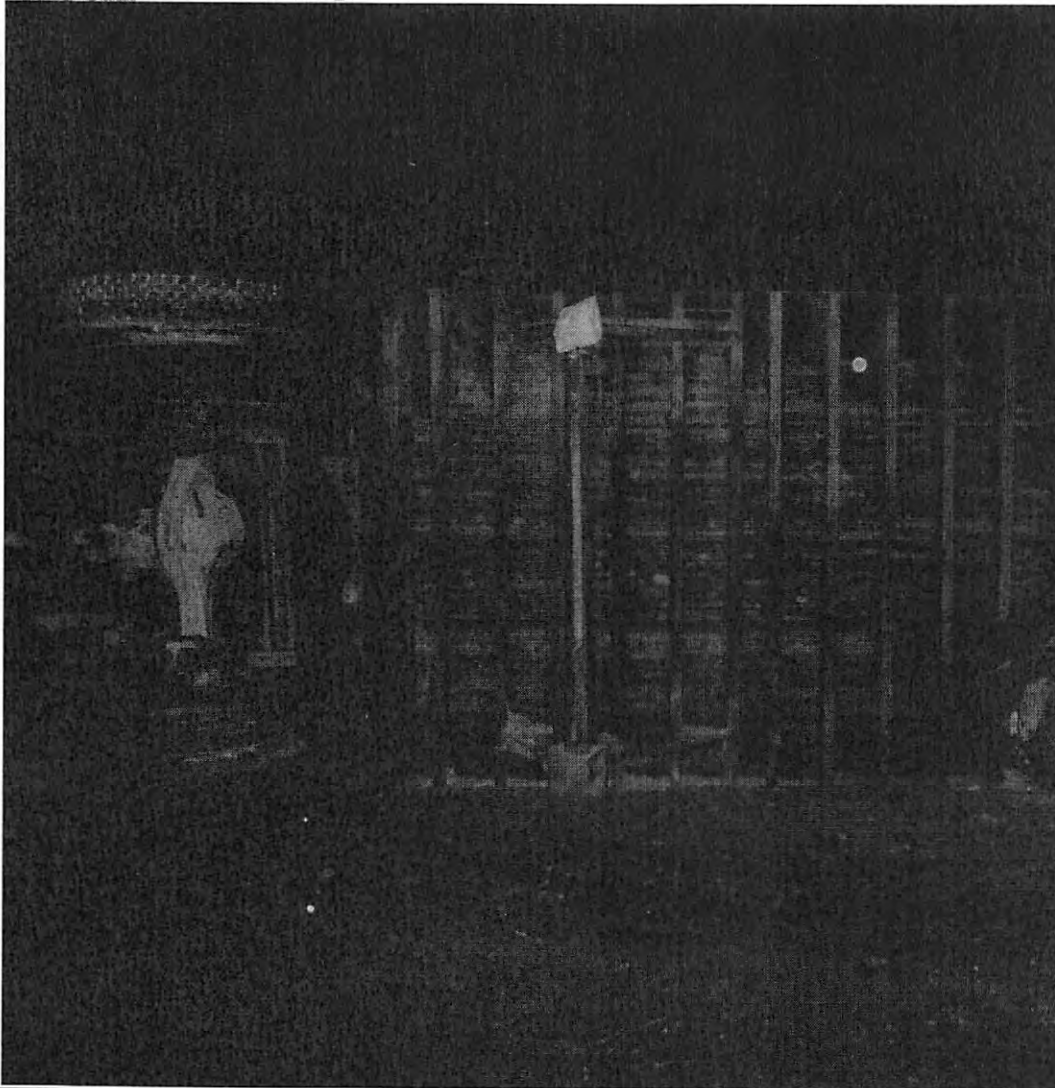
Miller 0008586



Nevada Department of Public Safety – *Highway Patrol*
Northern Command East

Case Number

161200817



No visible damage to the bottom of T-1



Nevada Department of Public Safety – *Highway Patrol*
Northern Command East

Case Number
161200817



No visible damage to the bottom, however slight contact damage can be seen on the lower right of T1

Report Written By: Trp. B. Jenkins #343
Case Title: Level 1 Crash – IR80 @ Mile Marker 36 Elko
Date of Crash: December 8th, 2016 Time of Crash: 2203Hours

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Miller 0008588



Nevada Department of Public Safety – *Highway Patrol*
Northern Command East

Case Number
161200817



No visible damage to the rear of T-1

Report Written By: Trp. B. Jenkins #343
Case Title: Level 1 Crash – IR80 @ Mile Marker 36 Elko
Date of Crash: December 8th, 2016 Time of Crash: 2203Hours

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Miller 0008589



Nevada Department of Public Safety – *Highway Patrol*
Northern Command East

Case Number
161200817



Penetrating contact damage to the top, also induced buckling damage is visible of T-1

Report Written By: Trp. B. Jenkins #343
Case Title: Level 1 Crash – IR80 @ Mile Marker 36 Elko
Date of Crash: December 8th, 2016 Time of Crash: 2203Hours

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Miller 0008590



Nevada Department of Public Safety – *Highway Patrol*
Northern Command East

Case Number 161200817

Vehicle Damage
Completed by Sgt. J. Howell #390 and Sgt. A. Perez #276

Vehicle #2

Vehicle Damage Assessment Report, Vehicle #2:

Assessment performed with Sgt. Perez #276 at Lostra Bros. Towing in Elko, NV. Photos taken and submitted.

Vehicle Description:

1995 Chevrolet C/K 1500 series pickup bearing ID 1A6F257.
VIN - 2GCEK19K7S1230751

Right Side Damage:

Substantial contact and induced damage.

Rear Damage:

Damage to rear bumper, right tail light, and hitch/ball receiver.

Left Side Damage:

Substantial contact and induced damage.

Front Damage:

Total damage.

Roof Damage:

Caved in.

Undercarriage Damage:

Unable to inspect, but appears to be damaged.

Hood Damage:

Crumpled.

Report Written By: Trp. B. Jenkins #343
Case Title: Level 1 Crash – IR80 @ Mile Marker 36 Elko
Date of Crash: December 8th, 2016 Time of Crash: 2203Hours



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Northern Command East

Case Number 161200817

All are broken/missing.

Lighting (Head, Tail, and Marker Lamps):

Unknown if operational, battery disconnected. All front lamps damaged. Left tail lamp damaged. No visible damage to Right tail lamp.

Interior Damage/Interior inspection:

Driver's Seat: Upright
Front Passenger Seat: Upright
Middle Passenger Seat: N/A (center console)
Rear Passenger Seat: Intact

Equipment Status:

Radio: Present
Heater/AC: Present

Seatbelts and Airbags:

Driver's seatbelt cut at lap and shoulder, still showing buckled. No other occupants. Driver's airbag deployed.

Transmission, Gear Shift, Ignition:

Automatic, unknown gear. Keys in ignition and rotated clockwise.

Brake Pedal:

Appears completely compressed to floor.

Gas Pedal:

Compressed down.

Steering Wheel:

Damaged.



Nevada Department of Public Safety – *Highway Patrol*
Northern Command East

Case Number 161200817

Right Front:

Brand: Big “O” Bigfoot A/T
Size: 265/75R16
Type: All-Terrain
Type of Wheel: Alloy Steel
Tread Depth: Outside – 15/32 Middle – 15/32 Inside – 12/32
Tire Pressure: 0 (Flat)
Condition: Very Good
DOT# UPW62B6/642602R55361

Left Front:

Brand: Big “O” Bigfoot A/T
Size: 265/75R16
Type: All-Terrain
Type of Wheel: Alloy Steel
Tread Depth: Outside – 15/32 Middle – 16/32 Inside – 15/32
Tire Pressure: 34 PSI
Condition: Very Good
DOT# UPW62B6/642602R55361

Right Rear:

Brand: Big “O” Bigfoot A/T
Size: 265/75R16
Type: All-Terrain
Type of Wheel: Alloy Steel
Tread Depth: Outside – 15/32 Middle – 15/32 Inside – 14/32
Tire Pressure: 0 (Flat)
Condition: Very Good
DOT# UPW62B6/642602R55361

Left Rear:

Brand: Big “O” Bigfoot A/T
Size: 265/75R16
Type: All-Terrain
Type of Wheel: Alloy Steel
Tread Depth: Outside – 15/32 Middle – 15/32 Inside – 13/32
Tire Pressure: 35 PSI
Condition: Very Good
DOT# UPW62B6/642602R55361



Nevada Department of Public Safety – *Highway Patrol*
Northern Command East

Case Number 161200817

Vehicle Damage

Vehicle #2

Sgt. Howell #390 and Sgt. Perez #276 completed the Vehicle Damage Assessment for V-2. Below are a few photos for reference.



No visible damage to the rear of V-2



Nevada Department of Public Safety – *Highway Patrol*
Northern Command East

Case Number
161200817



Visible contact damage to the right front and top, visible rearward induced damage to the right side of V-2

Report Written By: Trp. B. Jenkins #343
Case Title: Level 1 Crash – IR80 @ Mile Marker 36 Elko
Date of Crash: December 8th, 2016 Time of Crash: 2203Hours

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Miller 0008595



Nevada Department of Public Safety – *Highway Patrol*
Northern Command East

Case Number
161200817



Visible rearward and downward contact damage to the front of V-2

Report Written By: Trp. B. Jenkins #343
Case Title: Level 1 Crash – IR80 @ Mile Marker 36 Elko
Date of Crash: December 8th, 2016 Time of Crash: 2203Hours



Nevada Department of Public Safety – *Highway Patrol*
Northern Command East

Case Number
161200817



Visible contact damage to the front and top of V-2 and downward Induced damage to the Left Side



Nevada Department of Public Safety – *Highway Patrol*
Northern Command East

Case Number 161200817



The driver was properly restrained when the collision occurred. V-2 was equipped with foreword air bags. The driver and front passenger air bags were deployed.

Witness(es)

Report Written By: Trp. B. Jenkins #343
Case Title: Level 1 Crash – IR80 @ Mile Marker 36 Elko
Date of Crash: December 8th, 2016 Time of Crash: 2203Hours

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Miller 0008598



Nevada Department of Public Safety – *Highway Patrol*
Northern Command East

Case Number 161200817

The following individuals provided a written statement to the Nevada Highway Patrol, on a Department of Public Safety Volunteer Statement Form. The following is a synopsis of their written statement:

Duncan Duanyne Tamar (Witness)
417 Sunnyview Circle
Orlando FL. 32810
(407) 782-3965

The following is a synopsis of his written statement (This contact was not recorded):

I, Duanyne, was driving on I80 west doing about 50,55 MPH and a Chevrolet truck pass me doing about 65,70 MPH. 5 minutes down the road I come and see the Chevrolet truck pin under a tractor trailer.

Ronel R. Singh (D-1)
8001 Renton Way
Sacramento, CA. 95828
(916) 370-3037

The following is a synopsis of his written statement (This contact was not recorded):

I was coming EB on 80 at 55 MPH. All I seen was my trailer start going to the right side to black ice and my truck went to the left side. I hear some other car hit me, I was still inside the truck.

Allen Michael Miller (D-2)
1074 N Stonehenge
Meridian, ID. 83642

The following is a synopsis of his verbal statement (This contact was not recorded):

I was driving my truck in the #2 travel lane at about 65 MPH, there was light snowfall. I was driving very attentively. I saw a mass blurring in with the scenery and the snow. I believe the tractor was across my lane and the trailer was across my lane and the median. I swerved to the left to try and avoid the tractor, tried to put room between me and the tractor. I remember being compressed under the trailer, someone coming up to me and checked on me. I felt like I couldn't move anything.

Mr. Miller stated that nobody tried to move him until the fire department was able to extricate him and the Ambulance personnel removed him from the vehicle.

Conclusions

Report Written By: Trp. B. Jenkins #343
Case Title: Level 1 Crash – IR80 @ Mile Marker 36 Elko
Date of Crash: December 8th, 2016 Time of Crash: 2203Hours



Nevada Department of Public Safety – *Highway Patrol*
Northern Command East

Case Number

161200817

Area of Impact Determination:

The area of impact in this crash was identified by roadway and scene evidence. V-1 and T-1 were already on their right side, across both westbound travel lanes and center dirt median prior to V-2 driving into the top rear section of T-1.

Collision Sequence

Pre-Crash

V-1 and T-1, a commercial motor vehicle tractor and trailer combination driven by Ronel Singh, were traveling east on IR80 at approximately mile marker 36 in Elko County. V-2, a Chevrolet pickup driven by Michael Miller, was traveling west on IR80 at approximately mile marker 36 in Elko County. The road conditions were icy/snow covered roads, and the time of the crash was at night with no roadway lighting.

At-Crash

The collision occurred on December 8th, 2016 at approximately 2203 Hours. The scene of the crash was on IR80 approximately .5 miles east of Elko mile marker 36. This location is approximately 1 miles east of Ryndon, Nevada, county of Elko, within the borders of the state of Nevada.

The crash involved a 2004 Volvo tractor (V-1), a 2004 Great Dane Box Trailer (T-1), and a 1995 Chevy Pickup (V-2). V-1 was traveling southbound on SR376. V-1 and T1 were traveling eastbound on IR80 in the #2 travel lane, at approximately mile marker 36 in Elko County. V-2 was traveling westbound on IR80 in the #2 travel lane, at approximately mile marker 36 in Elko County. Based off of the roadway evidence, D-1 appeared to be traveling too fast for the icy/snowy road conditions and T-1 began to rotate counterclockwise. V-1 crossed over the #1 travel lane, into the dirt median. V-1's wheels furrowed into the dirt median causing V-1 to overturn to its right side. V-1 continued through the dirt median, and slid across the westbound travel lanes. V-1 came to rest on its right side, facing north, across both westbound travel lanes. T-1 came to rest on its right side, attached to V-1, facing north, across the #2 westbound travel lane and the dirt median. V-2 also appeared to be traveling too fast for the icy/snowy road conditions. D-1 observed a vehicle blocking both westbound travel lanes and pulled to the left to avoid a collision. V-2 crossed the #1 travel lane and into the dirt median, striking T-1 toward the rear of T-1. V-2 became lodged under and into T-1, on its wheels, facing west, in the dirt median. D-2 was pinned inside the vehicle and required multi-agency extended response extrication due to the lack of access to the driver.

Post Crash

Report Written By: Trp. B. Jenkins #343

Case Title: Level 1 Crash – IR80 @ Mile Marker 36 Elko

Date of Crash: December 8th, 2016 Time of Crash: 2203Hours

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Miller 0008600



Nevada Department of Public Safety – *Highway Patrol*
Northern Command East

Case Number

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D-1 was transported in an Elko County Ambulance to the Northeastern Nevada Regional Hospital with minor injuries. D-2 was transported in an Elko County Ambulance to the Northeastern Nevada Regional Hospital with severe injuries. D-2 was stabilized at the Northeastern Nevada Regional Hospital, and then flown by Air Ambulance to the University of Utah Hospital in Salt Lake City, Utah for specialized care.

The vehicle remained at its respective positions of rest until removed at the direction of Trooper Fronczek.

Cause Analysis

Environmental Factors:

The roadway was completely covered in ice/snow. Speed too fast for the road conditions was a factor for both drivers.

Mechanical Factors: Vehicle # 1, and Trailer #1 (2004 Volvo Tractor, 2004 Great Dane Box Trailer)

During the investigation, no evidence suggested a mechanical failure on the part of Vehicle #, or Trailer #1.

Mechanical Factors: Vehicle # 2, (1995 Chevrolet Pickup)

During the investigation, no evidence suggested a mechanical failure on the part of Vehicle # 2.

Human Factors:

Driver #1, Ronel R. Singh

The following actions on the part of Driver #1 are considered to be the primary cause of this crash.

D-1 appeared to be traveling too fast for the icy/snowy road conditions and T-1 began to rotate counterclockwise. V-1 crossed over the #1 travel lane, into the dirt median. V-1's wheels furrowed into the dirt median, causing V-1 to overturn to its' right side. V-1 continued through the dirt median, and slid across the westbound travel lanes. V-1 came to rest on its right side, facing north, across both westbound travel lanes. T-1 came to rest on its right side, attached to V-1, facing north, across the #2 westbound travel lane and the dirt median.

D-2 also appeared to be traveling too fast for the icy/snowy road conditions. D-2 observed a vehicle blocking both westbound travel lanes and pulled to the left to avoid a collision. V-2 crossed the #1 travel lane and into the dirt median, striking T-1 toward the rear of T-1. V-2 became lodged under and into T-1, on its wheels, facing west, in the dirt median. D-2 was pinned inside the vehicle and required multi-agency extended response extrication due to the lack of access to the driver.



Nevada Department of Public Safety – *Highway Patrol*
Northern Command East

Case Number 161200817

Violations of Law

Both D-1 and D-2 are considered to have violated the following Nevada Revised Statutes.

NRS 484B.223 Driving on highway having multiple marked lanes for traffic; additional penalty for violation committed in work zone or pedestrian safety zone.

1. If a highway has two or more clearly marked lanes for traffic traveling in one direction, vehicles must:
 - (a) Be driven as nearly as practicable entirely within a single lane; and
 - (b) Not be moved from that lane until the driver has given the appropriate turn signal and ascertained that such movement can be made with safety.
2. Upon a highway which has been divided into three clearly marked lanes, a vehicle must not be driven in the extreme left lane at any time. A vehicle on such a highway must not be driven in the center lane except:
 - (a) When overtaking and passing another vehicle where the highway is clearly visible and the center lane is clear of traffic for a safe distance;
 - (b) In preparation for a left turn; or
 - (c) When the center lane is allocated exclusively to traffic moving in the direction in which the vehicle is proceeding and a sign is posted to give notice of such allocation.
3. If a highway has been designed to provide a single center lane to be used only for turning by traffic moving in both directions, the following rules apply:
 - (a) A vehicle may be driven in the center turn lane only for the purpose of making a left-hand turn onto or from the highway.
 - (b) A vehicle must not travel more than 200 feet in a center turn lane before making a left-hand turn from the highway.
 - (c) A vehicle must not travel more than 50 feet in a center turn lane after making a left-hand turn onto the highway before merging with traffic.
4. If a highway has been designed to provide a single right lane to be used only for turning, a vehicle must:
 - (a) Be driven in the right turn lane only for the purpose of making a right turn; and
 - (b) While being driven in the right turn lane, not travel through an intersection.
5. A person who violates any provision of this section may be subject to any additional penalty set forth in NRS 484B.130 or 484B.135.
(Added to NRS by 1969, 1500; A 1973, 1326; 1999, 1664; 2003, 3240; 2005, 309; 2015, 1566) —
(Substituted in revision for NRS 484.305)



Nevada Department of Public Safety – Highway Patrol
Northern Command East

Case Number 161200817

NRS 484B.600 Basic rule; additional penalties for violation committed in work zone or pedestrian safety zone or if driver is proximate cause of collision with pedestrian or person riding bicycle.

1. It is unlawful for any person to drive or operate a vehicle of any kind or character at:
 - (a) A rate of speed greater than is reasonable or proper, having due regard for the traffic, surface and width of the highway, the weather and other highway conditions.
 - (b) Such a rate of speed as to endanger the life, limb or property of any person.
 - (c) A rate of speed greater than that posted by a public authority for the particular portion of highway being traversed.
 - (d) In any event, a rate of speed greater than 80 miles per hour.
2. If, while violating any provision of subsection 1, the driver of a motor vehicle is the proximate cause of a collision with a pedestrian or a person riding a bicycle, the driver is subject to the additional penalty set forth in subsection 4 of NRS 484B.653.
3. A person who violates any provision of subsection 1 may be subject to the additional penalty set forth in NRS 484B.130 or 484B.135.
(Added to NRS by 1969, 1486; A 1975, 754; 1987, 656; 1995, 2441, 2442; 2003, 3241; 2011, 1636; 2015, 308, 1576) — (Substituted in revision for NRS 484.361)

Recommendations:

I recommend that the Elko County District Attorney Office review this report to determine if any charges should be filed.

Supplemental Reports/ Documents:

Dispatch and Arrival with diagram – Trooper C. Fronczek #622
 Dispatch and Arrival – Trooper A. Stackhouse #644
 Voluntary Witness Statement – Duncan Tamar
 Voluntary Witness Statement – Ronel Singh
 NHP Form 31(Tow Sheet) (V-1 and T-1) – Trooper C. Fronczek #622
 NHP Form 31(Tow Sheet) (V-2) – Trooper C. Fronczek #622
 Inventory Receipt NHP Form 35 for Mr. Miller's Vehicle

STATE OF NEVADA
DEPARTMENT OF PUBLIC SAFETY
NEVADA HIGHWAY PATROL

REPORT OF INVESTIGATION

Case Number: 161200817

File Title: Injury Accident – IR80 @ EL36
Report Re: Dispatch, Arrival and Scene Supplement

Date of Activity: December 8, 2016
Date Report Written: December 28, 2016

Signature:




12/28/16

Trp. C. Fronczek #622

Date

Approved:



2/20/17

Date

Details:

Dispatch and Arrival

On December 8, 2016 at approximately 2206 hours I was notified by the Department of Public Safety Dispatch Center in Las Vegas of a two vehicle collision on IR80 at approximately state mile marker 314 (county marker 36 EL). The accident involved a serious injured person. I responded from mile marker 323. I arrived on scene at approximately 2210 hours.

Scene

Upon arrival I observed westbound traffic had been blocked due an overturned commercial motor vehicle blocking the road. I was the first Trooper on scene. There was a white overturned tractor and trailer on its right side blocking the westbound travel lanes and partially in the median. Underneath the trailer I noticed a brown pickup truck. There was a passerby under the trailer talking to the driver of the pickup truck.

I notified NHP dispatch to have medical enroute. Ryndon Volunteer Fire Department arrived on scene and at the same time Trooper B. Jenkins #343 arrived. Ryndon Fire advised they would need resources out of Elko to extricate the driver of the pickup. Deputy J. Gaylor D33 arrived on scene. I had Trooper Jenkins setup traffic control on the eastbound side by closing the number one travel lane. Department of Transportation was

dispatched, however, due to winter conditions had an estimated arrival time of over an hour.

I made contact with the driver of the commercial truck who identified himself using a California Driver's License as Singh, Ronel. Singh provided a verbal and written statement. I asked if he was injured, he stated his arm hurt. Elko County Ambulance arrived on scene and attended to Singh. Due to the possibility of the driver of the pickup being deceased, I asked Singh to consent to an evidentiary blood test. Singh consented and at 2254 hours I observed Paramedic Mike Hoover draw two vials of blood from Singh's right arm. Elko County Ambulance transported Singh to Northern Nevada Regional Hospital. Due to the severity of the crash I advised NHP dispatch to notify Multi-Disciplinary Response Team (MIRT). I was advised there were no Troopers available. Elko City and County Fire Departments responded to assist with the extrication. Roadway and Lostra Brothers towing also arrived.

Trooper G. Ducharme #648 and Trooper A. Stackhouse #644 arrived on scene to assist.

After approximately two hours of extrication the driver was removed from the pickup. The driver was still conscious and breathing at that time. Elko County Ambulance transported the driver to the Elko Airport where he was transferred to the REACH air ambulance and flown to the University of Utah.

Scene Duties

While on scene, I marked existing roadway marks and the trailer and pickup truck placement. I had Trooper Jenkins take photographs of the markings and vehicles. I had Trooper A. Stackhouse set up traffic control in the westbound lanes.

Follow up

On December 9th, 2016 I notified Utah Highway Patrol to see if a Trooper could go to University of Utah to gather information about the driver of the pickup. UHP Sergeant Lucas made contact with me via telephone. Sgt. Lucas was able to obtain the driver's name and DOB. The driver is Allen Michael Miller with a DOB of 05/01/1991. Sgt. Lucas was unable to obtain a statement due to the patient being intubated.

On December 10th I received a phone call from a Robert Miller who is the father of Allen. He stated his son is conscious and able to communicate. Robert also stated his son is paralyzed from the chest line down. I asked if Allen could give a statement however due to his injuries he cannot communicate.

On December 15th I made contact with Singh regarding his paperwork. Singh stated he would email it to me. On December 17th I called Singh again stating I did not receive the paperwork. On Monday December 19th I received all of Singh documentation through email.

STATE OF NEVADA
DEPARTMENT OF PUBLIC SAFETY
NEVADA HIGHWAY PATROL

REPORT OF INVESTIGATION



Case Number: 161200817

File Title: Serious Injury Accident on IR80 Elko County Marker 36

Report Re: Dispatch, Arrival and Scene Supplement

Date of Activity: December 8, 2016

Date Report Written: December 29, 2016

Signature:	Alyssa Stackhouse #644 	12/29/2016
	Trooper	Date
Approved:		2/20/17
		Date

Details:

Dispatch and Arrival

On December 8, 2016 at approximately 2306 hours I arrived at the scene of a severe injury accident on IR 80 near Elko County marker 36. I observed all westbound travel lanes to be blocked and the #1 eastbound travel lane had been shut down. Members of the Elko Fire Department, multiple Elko County Sherriff's officers, and two Nevada Highway Patrol Troopers were already on the scene prior to my arrival.

Scene

Upon arrival I observed a CMV on its left side blocking all westbound travel lanes with the trailer laying across the median. I also observed a pickup embedded underneath the CMV trailer in the median. I made contact with Trooper Fronczek #622 and was instructed to take pictures of the accident from where the tire marks for the pickup started, and up to the scene of the accident. I took the pictures I had been asked to take and Trooper Fronczek instructed me to mark the tire marks from where the CMV had left the road way. I did so with blue spray paint. An Elko County officer then asked me to relieve the officer that he had conducting traffic control at the end of the backed up traffic on IR80 westbound lanes. I replaced the Elko County officer and conducted traffic control keeping the #1 westbound travel lane unblocked so that emergency vehicles could reach the scene of the accident without being further delayed.

Scene Duties

I took pictures of the roadway markings left by the pickup as well as the accident and the final resting position of the vehicles. I painted the roadway markings left by the CMV tires, and I conducted traffic control allowing emergency vehicles to access the scene. I continued traffic control until all westbound travel lanes were opened and I cleared the scene at approximately 0219 hours.



STATE OF NEVADA
DEPARTMENT OF PUBLIC SAFETY
NEVADA HIGHWAY PATROL

REPORT OF INVESTIGATION

Case Number: 161200817

File Title: Injury Accident IR80 @ Elko mile marker 34
Report Re: Vehicle Damage Assessment for V2

Date of Activity: 12/20/16
Date Report Written: 12/23/16

Signature:	Jeffrey Howell #390		12/23/16
	Sergeant		Date
Approved:			2/20/17
			Date

Details:

Vehicle Damage Assessment Report, Vehicle #2:

Assessment performed with Sgt. Perez #276 at Lostra Bros. Towing in Elko, NV. Photos taken and submitted.

Vehicle Description:

1995 Chevrolet C/K 1500 series pickup bearing ID 1A6F257.
VIN - 2GCEK19K7S1230751

Right Side Damage:

Substantial contact and induced damage.

Rear Damage:

Damage to rear bumper, right tail light, and hitch/ball receiver.

Left Side Damage:

Substantial contact and induced damage.

Front Damage:

Total damage.

Roof Damage:

Caved in.

Undercarriage Damage:

Unable to inspect, but appears to be damaged.

Hood Damage:

Crumpled.

Windows and Windshield:

All are broken/missing.

Lighting (Head, Tail, and Marker Lamps):

Unknown if operational, battery disconnected. All front lamps damaged. Left tail lamp damaged. No visible damage to Right tail lamp.

Interior Damage/Interior inspection:

Driver's Seat: Upright
Front Passenger Seat: Upright
Middle Passenger Seat: N/A (center console)
Rear Passenger Seat: Intact

Equipment Status:

Radio: Present
Heater/AC: Present

Seatbelts and Airbags:

Driver's seatbelt cut at lap and shoulder, still showing buckled. No other occupants. Driver's airbag deployed.

Transmission, Gear Shift, Ignition:

Automatic, unknown gear. Keys in ignition and rotated clockwise.

Brake Pedal:

Appears completely compressed to floor.

Gas Pedal:

Compressed down.

Steering Wheel:

Damaged.

Wheels and Tires:

Right Front:

Brand: Big "O" Bigfoot A/T

Size: 265/75R16

Type: All-Terrain

Type of Wheel: Alloy Steel

Tread Depth: Outside – 15/32 Middle – 15/32 Inside – 12/32

Tire Pressure: 0 (Flat)

Condition: Very Good

DOT# UPW62B6/642602R55361

Left Front:

Brand: Big "O" Bigfoot A/T

Size: 265/75R16

Type: All-Terrain

Type of Wheel: Alloy Steel

Tread Depth: Outside – 15/32 Middle – 16/32 Inside – 15/32

Tire Pressure: 34 PSI

Condition: Very Good

DOT# UPW62B6/642602R55361

Right Rear:

Brand: Big "O" Bigfoot A/T

Size: 265/75R16

Type: All-Terrain

Type of Wheel: Alloy Steel

Tread Depth: Outside – 15/32 Middle – 15/32 Inside – 14/32

Tire Pressure: 0 (Flat)

Condition: Very Good

DOT# UPW62B6/642602R55361

Left Rear:

Brand: Big "O" Bigfoot A/T

Size: 265/75R16

Type: All-Terrain


Type of Wheel: Alloy Steel

Tread Depth: Outside – 15/32 Middle – 15/32 Inside – 13/32

Tire Pressure: 35 PSI

Condition: Very Good

DOT# UPW62B6/642602R55361

You are? (Please circle one) Driver Passenger <u>Witness</u> Other		 Nevada Department of Public Safety		VOLUNTARY STATEMENT		Event / Case No. CAD No. <u>16120817</u> Citation No.:	
Date & Time of Statement		Date & Time of Accident / Event		Your current Location		Are you Injured? Yes No N/A	
Your Name (Last / First / Middle) <u>Duncan Dwayne Tamar</u>						Date of Birth <u>03/18/86</u>	
Residence Address : (Number, Street & Bldg./Apt No.) <u>4175 Sunnyview circle Orlando FL 32810</u>						Drivers License Number [REDACTED] FL	
Work Address: (Number & Street) City						Home Phone: Work/Cell Phone: <u>4077823965</u> Business / School / Agency Name:	
Additional or Emergency Contact, Name(s) & Number(s):				Work Schedule (Hours)		Days Off	
Best Place & Time of day to contact you:				Vehicle; Year & Make		License No. State	
						Occupation: <u>Driver</u> Depart Date (if visitor): Did you use your Seat belt? Yes No N/A	

PASSENGER INFORMATION (OTHER THAN DRIVER)

Seating Position	Full Name	Address	Date of Birth	Phone Number	Restraints S/B A/B Injured


PLEASE WRITE BELOW WHAT HAPPENED:

I Dwayne was driving and high 80 west
 doing about 50, 55 MPH and a Chevrolet
 truck pass me doing about 65, 70 MPH 5 minutes
 down the road I come and see the Chevrolet
 truck pin border a trucker trailer.

This Statement is given **Voluntarily** and I affirm the **Truth** and **Accuracy** of the facts contained herein:

Witnessed by: [Signature] P No. 672

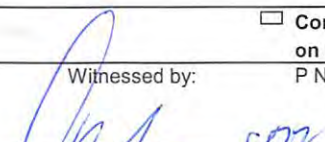
☐ Continued on back

You are? (Please circle one) <input checked="" type="radio"/> Driver <input type="radio"/> Passenger <input type="radio"/> Witness <input type="radio"/> Victim <input type="radio"/> Other				VOLUNTARY STATEMENT		Event / Case No. CAD No. 161200817 Citation No.:
Date & Time of Statement	Date & Time of Accident / Event	Your current Location 1R50 W 314	Are you Injured? Yes No N/A	If yes, please describe the injuries:		
Your Name (Last / First / Middle) SINGH, RONEL R			Date of Birth	Drivers License Number	State CA	
Residence Address: (Number, Street & Bldg./Apt No.) 8001 RENTON WAY		City SACRAMENTO	State CA	Zip Code 95828	Home Phone:	
Work Address: (Number & Street)		City	State	Zip Code	Work/Cell Phone: 916-370-3037	
Additional or Emergency Contact, Name(s) & Number(s):		Work Schedule (Hours)	Days Off	Occupation:		
Best Place & Time of day to contact you:		Vehicle; Year & Make	License No.	State	Depart Date (if visitor):	
					Did you use your Seat belt? <input checked="" type="radio"/> Yes <input type="radio"/> No <input type="radio"/> N/A	

PASSENGER INFORMATION (OTHER THAN DRIVER)

Seating Position	Full Name	Address	Date of Birth	Phone Number	Restraints S/B A/B Injured
	Ronel Singh	8001 Renton way	7/21/81	9163703037	
		SACRAMENTO, CA			

PLEASE WRITE BELOW WHAT HAPPENED:

I was coming EB on 80 on 55 MPH - all I seen was my Trailer start going to the right side out to black ice and my Truck went to the left side I hear some other car hit me I was still inside the truck.	
This Statement is given Voluntarily and I affirm the Truth and Accuracy of the facts contained herein: X	Witnessed by:  <input type="checkbox"/> Continued on back P No.

Refer:

NEVADA HIGHWAY PATROL

Dr. No.

Accident No. 161200817**VEHICLE REPORT**

Citation No.

Date 12/9/16

Other (specify)

Impounded ☐ Stored ☒ Recovered ☐

Approved by

Description of vehicle White 2004 Volvo Tractor WP72445 CA/2017
Color Year Make Model Lic. No. State and YearVehicle identification number 4V4NC9T694N365004 Speedometer reading

Legal owner Name Address

Registered owner RHEAS TRIANS 180 Summer Street Sacramento, CA 95823
Name Address

Has legal owner been notified of action taken? NHP Form 33 completed?

Has registered owner been notified of action taken? Yes NHP Form 33 completed?

If stolen or embezzled, has reporting agency been advised of recovery?

Circumstances surrounding impound, recovery and storage:

Post crashVehicle towed by Roadway Towing Date 12/9/16 Time 0115Vehicle towed from 1830 mm 314 WVehicle stored or impounded at Roadway Towing - wellsRelease conditions 5 day NHP investigation hold**VEHICLE INVENTORY**

	Yes	No		Yes	No	Condition
Cushion (front)	<input checked="" type="checkbox"/>		Spotlight(s)	<input checked="" type="checkbox"/>		<u>Fair</u>
Cushion (rear)			Foglight(s)			<u>unknown</u>
Rear view mirror			Bumper (front)			<u>Fair</u>
Side view mirror			Bumper (rear)			<u>unknown</u>
Cigar Lighter			Motor			<u>N/A</u>
Radio			Battery			<u>Fair</u>
Clock		<input checked="" type="checkbox"/>	Air Conditioner			<u>damage</u>
Heater	<input checked="" type="checkbox"/>		Hub caps		<input checked="" type="checkbox"/>	
Keys			Fender pants		<input checked="" type="checkbox"/>	
Registration			Transmission	<input checked="" type="checkbox"/>		
Windshield wipers			Jack		<input checked="" type="checkbox"/>	

List property, tools, other items: (Complete NHP Form 35 if estimated value exceeds \$100.)

Signature of officer ordering vehicle stored

Signature of garage principal or agent storing vehicle

Refer:

NEVADA HIGHWAY PATROL

Dr. No.

Accident No. 161200817**VEHICLE REPORT**

Citation No.

Date 12-8-2016

Other (specify)

Impounded ☐ Stored ☒ Recovered ☐Approved by Z. Roth 4308Description of vehicle Red 1995 Chery C15 1AGF2S7 15/2016
Color Year Make Model Lic. No. State and YearVehicle identification number 2GEEK19K7S1230751 Speedometer readingLegal owner
Name AddressRegistered owner Miller, Allen Michael 1674 N Stonehenge Way, Meridian, ID 83642
Name AddressHas legal owner been notified of action taken? - NHP Form 33 completed? -Has registered owner been notified of action taken? YES NHP Form 33 completed? -

If stolen or embezzled, has reporting agency been advised of recovery?

Circumstances surrounding impound, recovery and storage:

Post crash towVehicle towed by Lostra Date 12/9/16 Time 0109Vehicle towed from 1280 mm 314 WVehicle stored or impounded at Lostra - ElkoRelease conditions 5 day NHP Hold For reinvestigation**VEHICLE INVENTORY**

	Yes	No		Yes	No		Condition
Cushion (front)	<input checked="" type="checkbox"/>		Spotlight(s)	<input checked="" type="checkbox"/>		L.F. tire	<u>unknown</u>
Cushion (rear)	<input checked="" type="checkbox"/>		Foglight(s)	<input checked="" type="checkbox"/>		R.F. tire	<u>unknown</u>
Rear view mirror	<input checked="" type="checkbox"/>		Bumper (front)	<input checked="" type="checkbox"/>		L.R. tire	<u>Fair</u>
Side view mirror	<input checked="" type="checkbox"/>		Bumper (rear)	<input checked="" type="checkbox"/>		R.R. tire	<u>Fair</u>
Cigar Lighter	<input checked="" type="checkbox"/>		Motor	<input checked="" type="checkbox"/>		Spare tire	<u>Fair</u>
Radio	<input checked="" type="checkbox"/>		Battery	<input checked="" type="checkbox"/>		Wheels	<u>Fair</u>
Clock	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Air Conditioner	<input checked="" type="checkbox"/>		Fenders	<u>Damage</u>
Heater	<input checked="" type="checkbox"/>		Hub caps		<input checked="" type="checkbox"/>	Body, hood	<u>↓</u>
Keys	<input checked="" type="checkbox"/>		Fender pants		<input checked="" type="checkbox"/>	Top	<u>↓</u>
Registration	<input checked="" type="checkbox"/>		Transmission	<input checked="" type="checkbox"/>		Grill	<u>↓</u>
Windshield wipers	<input checked="" type="checkbox"/>		Jack	<input checked="" type="checkbox"/>		Upholstery	<u>↓</u>

List property, tools, other items: (Complete NHP Form 35 if estimated value exceeds \$100.)

Backpack - climbing gear (carabiners, shoes, rope)
Duffel bag - clothes, shoes, toiletries

Signature of officer ordering vehicle stored

Signature of garage principal or agent storing vehicle

NEVADA HIGHWAY PATROL

☒ Personal Property☐ Evidence☐ OtherINVENTORY/RECEIPT FOR
PROPERTY

Refer

1612-00817

Date of storage 12/8/16 Reason for storage CRASH

Owner of property MILLER, ALLEN MICHAEL

Place of storage LOSTRA TOW CO. ELKO, NV 89801

INVENTORY

- ① BLUE DUPEL BAG/CLOTHING
- ① BLACK BACKPACK/CLOTHING
- ① BACKPACK IN BOX
- ① CHAIN SAW IN BOX
- ① SHOVEL
- ① RED TOOL BOX
- ① BLACK JUMPER CABLES
- ① EMERGENCY KIT BOX
- ① HITCH 1 STRAPS
- ① YELLOW TOW STRAP
- ① HATCH 1 CHRISTMAS BOWS
- ① R.D.'S 1 COCA MIX BOTTLE
- ② BUNGEE CORDS
- ① POOR JACK HANDLE
- ① PR BROWN BOOTS
- ① BLUE BLANKET
- ① FLOR JACK ① HANDSAW
- ① WRENCH RED
- MISC. REGISTRATION VEHICLES
- ① GREEN SMALL TOOL

Signature

Custodian of property if other than NHP

Signature

M. A. Perez

NHP officer conducting inventory

Date 12/20/16

Time 1013 HRS

I, the undersigned, do hereby certify that I am legally authorized and entitled to take possession of the above described property and relieve the Nevada Highway Patrol of all responsibility in connection with the storage.

Signature

Robert C. Miller

Owner or agent of owner

Signature

M. A. Perez

NHP member releasing property

Approved by

STATE OF NEVADA
DEPARTMENT OF PUBLIC SAFETY
NEVADA HIGHWAY PATROL

REPORT OF INVESTIGATION

Case Number: 161200817

File Title: Injury Accident - IR80mm314 W/B
Report Re: Commercial Vehicle / Driver Inspection

Date of Activity: 12/19/2016
Date Report Written: 02/01/2017

Signature:	<u>Daniel G. Mawson #9036</u>	<u>2-1-17</u>
	CVSI Daniel G. Mawson #9036	Date
Approved:	<u>T. Roth #308</u>	<u>2/20/17</u>
	Sgt. Neal Roth #4308	Date

Details:

Incident Overview

On 12/19/2016 at approximately 7:00a.m., I was dispatched to a (n) Injury accident involving a commercial motor vehicle that had occurred at IR-80 mm 314 W/B. I responded from the Elko NHP Office and arrived at the Roadway Towing storage yard at approximately 8:30am. Upon arriving on the scene, I contacted Rick Morgan – owner of Roadway Towing and requested assistance with completion of a North American Standard Level I inspection. Trooper Chris Fronczek #6622 was investigating the accident, due to transfer of duty station/agency Trooper Ben Jenkins #6343 assumed investigation of the crash.

VEHICLE(S) INFORMATION:

2004 Volvo conventional tractor with California IRP registration of WP72445, VIN: 4V4NC9TG94N365204, White in color. Vehicle is marked with USDOT: 2465473 which is issued to Rheas Trans Inc. from Sacramento CA. Trailer is a 2004 Great Dane van, California registration is 4LY2959 with registered owner as Christopher Kumar Raj of Sacramento Ca. VIN:1GRAA06274T508292

DRIVER:

Driver was identified by troopers at the crash scene as Ronel R. Singh. Mr. Singh holds a valid Class A Commercial Driver's License issued by California, [REDACTED]. No restrictions or endorsements, the CDL will expire on 7/21/2020. Mr. Singh holds a valid medical examiners certificate that will expire on 2/24/2018. No medical waiver was indicated. License was verified with NHP Dispatch and by CDLIS data base.

CO-DRIVER:

No co-driver for this inspection.

RECORD OF DUTY STATUS:

Record of Duty Status was provided by Mr. Singh for 12/07/2016 and 12/08/2016. Mr. Singh indicates that he is a part – time dispatcher for the company, and had taken a 34 hour restart and extended time off prior to this trip. Copies of the RODS are attached to this report, time off was verified with the driver verbally.

COMMERCIAL VEHICLE DOCUMENTS:

Documents were removed from the vehicle prior to inspection at the tow yard. The owner of the truck provided copies to NHP for the investigation.

California IRP registration indicates apportionment for Nevada, expires 05/31/2017, Trailer has a permanent California plate. Insurance ACCORD shows Liability coverage that expires on 09/27/2017 with a policy number of CP5647753-6, copy of certificate is attached to this report.

SHIPPING PAPERS:

Bill of Lading indicates shipper is Lotus Foods, Inc. of Richmond, CA. Shipment originated in Sacramento, CA and has a Destination of Salt Lake City, UT. Consignee is Costco Wholesale. Due to trailer breach, cargo disposal was completed by Roadway Towing after recovery of the vehicles.

LIGHTING / REFLECTORS:

Lighting is standard equipment from the factory. Head lights and front signals were damaged in the crash. Wiring harness in the front section of the tractor was damaged in the crash.

ELECTRICAL SYSTEM:

Standard 12 volt system from factory; damaged in the crash.

BRAKE SYSTEM(S):

Vehicle is equipped with air activated, drum style brake system. Brake adjustment test was completed using an air compressor and regulator from a service truck provided by Roadway Towing. Audible air leak was discovered on the right side of Axle #1 on brake application.

Axle	1	2	3	4	5	6	7	8	9	10
Chamber size	<u>C-20</u>	<u>C-30</u>	<u>C-30</u>	<u>C-30</u>	<u>C-30</u>					
R	<u>1 ¼'</u>	<u>2 ¼'</u>	<u>1 ¾'</u>	<u>1'</u>	<u>1 ¼'</u>					
L	<u>1 ¼'</u>	<u>2 ¼'</u>	<u>2'</u>	<u>1'</u>	<u>1 ¼'</u>					

WINDOWS / WINDSHIELD:

Standard vehicle safety glass from the factory; Glass was damaged in the crash.

HORN:

Air horn and electric “city” horn standard from the factory; not able to test horns.

FUEL SYSTEM:

Saddle mount diesel fuel tanks – right side damaged in the crash.

COUPLING DEVICES:

Tractor was separated from the trailer at the time of inspection. Standard air slide 5th plate with rails secure by pins.

TIRES:

No violations discovered during inspection; preexisting or as part of the crash.

TIRE INFORMATION

LEFT SIDE			RIGHT SIDE	
AXLE # 1	STEER			STEER
MAKE	Goodyear			Trans King
DESIGN	G-399-LHS			TG-766
SIZE	295/75R22.5			295/75R22.5
PRESSURE	78 PSI			74 psi
TREAD DEPTH 32 ND	9/32 8/32 7/32			7/32 7/32 10/32
DOT Number	MC37HRBW2315			Twlclb291016

AXLE # 2	OUTSIDE	INSIDE	INSIDE	OUTSIDE
MAKE	Three A	Three A	Three A	Three A
DESIGN	T-118	T-118	T-118	T 118
SIZE	11R-22.5	11R22.5	11R22.5	11R22.5
PRESSURE	66 Psi	80 Psi	80 Psi	80 Psi
TREAD DEPTH 32 ND	17/32 17/32 17/32	18/32 18/32 18/32	19/32 19/32 19/32	19/32 20/32 18/32
DOT Number	KWTEH072515	KWTEH072515	KWTEH072515	KTWEH072515

AXLE #3	OUTSIDE	INSIDE	INSIDE	OUTSIDE
MAKE	Good Year	Samson	Double Coin	Double Coin
DESIGN	G-182-RSD	GL-2660	RLB – 400	RLB-400
SIZE	11R22.5	11R22.5	11R22.5	11R22.5
PRESSURE	76 Psi.	80 Psi.	80 Psi.	82 Psi
TREAD DEPTH 32 ND	8/32 5/32 9/32	9/32 8/32 9/32	15/32 13/32 15/32	15/32 13/32 15/32
DOT Number	MC3T760W1612	ODGV121612	2J3TGAF481612	2J3TGAF41612

AXLE #4	OUTSIDE	INSIDE	INSIDE	OUTSIDE
MAKE	Good Ride	Tri-Angle	Michelin	Michelin
DESIGN	CM-983	TR-657	X-2A3	X-2A#
SIZE	295/75R22.5	295/75R22.5	275/80R22.5	275/80R22.5
PRESSURE	76 Psi	80 Psi	54 Psi.	68 Psi
TREAD DEPTH 32 ND	5/32 3/32 3/32	5/32 6/32 5/32	5/32 6/32 6/32	5/32 5/32 5/32
DOT Number	OHTO3313	OHTO3313	B6FJ006X3313	B6FJ006X3313

AXLE #5	OUTSIDE	INSIDE	INSIDE	OUTSIDE
MAKE	B F Goodrich	Good Ride	Bridgestone	Dunlop
DESIGN	CM – 983	CM-983	R-298	S-384
SIZE	295/75R22.5	295/75R22.5	295/75R22.5	295/75R22.5
PRESSURE	72 Psi	80 Psi	80 Psi	80 Psi
TREAD DEPTH 32 ND	5/32 6/32 6/32	6/32 5/32 5/32	4/32 4/32 4/32	4/32 4/32 4/32
Dot Number	KNBCML33014	KNBCML33014	2CBT3B10314	Not able to find

TRACTOR CAB AND INTERIOR:

Keys had been removed prior to inspection. Not able to check dash gauges. Vehicle experienced a right side layover in the crash, interior of the cab was in disarray and damaged.

MIRRORS:

Dual A post mounted mirrors. Right side broken left side was cracked.

EXHAUST SYSTEM:

Left side discharge, pipe damaged in the crash. Cummins Engine Exhaust (Jake style) brake equipped. Controls were in the off positions at the time of inspection.

TRANSMISSION:

Vehicle is equipped with an auto shift transmission. Not able to determine what gear it was in; control box was damaged at the time of the crash.

REAR END PROTECTION:

Trailer is equipped with DOT compliant underride protection.

SEATBELT ASSEMBLIES:

Standard 3 point lap and shoulder belts from the factory. The latch and the retractors work at the time of inspection. Unknown if the driver employed the belt while driving, no obvious damage to the belt and I did not have the opportunity to interview the driver.

EMERGENCY EQUIPMENT:

Vehicle was equipped with compliant fire extinguisher, triangles, and fuses. Damage sustained in the crash did not allow for inspection.

CARGO SECUREMENT / FRONT END STRUCTURE:

Cargo was secured inside a van style trailer. No front end structure is required.

FRAME:

Tube and channel frame from the factory. Slight twist under the cab; caused by the crash.

WHEELS / RIMS / FASTENERS:

Steel wheels with a hub centering mount system. No preexisting conditions were found at the time of the inspection.

SUSPENSION SYSTEM:

Volvo air over spring system, no violations noted.

STEERING SYSTEM:

Hydraulic Assist power steering system installed on the tractor. No preexisting problems appeared to be present at the time of the inspection.

INSPECTION MAINTENANCE AND REPAIR:

Unit was mechanically inspected by the state of California during BIT inspection. Both truck and trailer were current for DOT required annual inspection.

COMPLIANCE WITH LOCAL AND FEDERAL LAWS:

Refer to Driver Vehicle Inspection Report for violations.

ENFORCEMENT SUMMARY:

If the vehicle had been stopped prior to the crash and received a level 1 inspection, the tractor would have been placed Out of Service for Brake adjustments, exceeding 20% out of adjustment.

LIST OF ATTACHMENTS:

Copies of:

- 1) Drivers Record of Duty Status for Mr. Rondel Singh.
- 2) California IRP registration cab card for 2004 Volvo tractor.
- 3) California permanent ID for the 2004 Great Dane trailer.
- 4) Accord certificate of liability insurance.
- 5) Bill of Lading for Lotus Foods Inc.
- 6) Signed consent form – EDR download.
- 7) Sudden deceleration reports from the ECM of a 2004 Volvo Commercial truck/tractor.

INSPECTION CRITERIA USED

- THE FEDERAL MOTOR CARRIER SAFETY REGULATIONS (FMCSR) OF THE U.S. DEPARTMENT OF TRANSPORTATION (USDOT) PARTS: 40,382,383,387,390-397, AND THE NORTH AMERICAN STANDARDS / COMMERCIAL VEHICLE SAFETY ALLIANCE (CVSA).
- THE FEDERAL MOTOR CARRIER SAFETY REGULATIONS (FMCSR) OF THE U.S. DEPARTMENT OF TRANSPORTATION (USDOT) PARTS: 170, 171, 172, 173, 177, AND 180.
- APPLICABLE NEVADA REVISED STATUTES, CHAPTERS: 482, 483, 484, 485, 486, 4887,706,459.
- APPLICABLE ELKO COUNTY ORDINANCES
- APPLICABLE ELKO CITY ORDINANCES

INSPECTION RESULTS

THEY ARE LISTED ON DEPARTMENT OF PUBLIC SAFETY REPORT #NV9036009593 AND THIS REPORT.

INSPECTORS

NAME: Daniel G. Mawson ID# 9036 POSITION CVSI II

NAME: _____ ID# _____ POSITION _____

DEFER/VEHICLE EXAMINATION REPORT

Aspen 3.0.0.17

Attn: Federal Projects
Nevada Highway Patrol
3920 E. Idaho St.
Elko, NV 89801
Phone: (775) 753-1343 Fax: (775) 738-3456

Report Number: NV9036009593
Inspection Date: 02/01/2017
Start: 01:00 PM PT End: 3:24:33 PM PT
Inspection Level: I - Full
HM Inspection Type: None

KUWAR SINGH
8001 RENTON WAY
SACRAMENTO, CA 95828
USDOT#: 02465473 Phone#: (916)370-3037
MC/MX#: 852094 Fax#:
State#:

Driver: SINGH, RONEL R
License#: [REDACTED] State: CA
Date of Birth: 07/21/1985
CoDriver:
License#: State:
Date of Birth:

Location: ROADWAY TOWING STORAGE YARD MilePost: 73 Shipper: LOTUS FOODS INC.
Highway: US93 Origin: SACRAMENTO, CA Bill of Lading: PO000646
County: ELKO, NV Destination: SALT LAKE CITY, UT Cargo: NOODLES

VEHICLE IDENTIFICATION

Unit	Type	Make	Year	State	Plate #	Equipment ID	VIN	GVWR	CVSA #	CVSA Issued #	OOS Sticker
1	TT	VOLV	2004	CA	WP72445	815	4V4NC9TG94N365204	50,000			RPT9593
2	ST	GDAN	2004	CA	4LY2959		1GRAA06274T508292	68,000			RPT9593

BRAKE ADJUSTMENTS

Axle #	1	2	3	4	5
Right	1 1/4	2 1/4	1 3/4	1	1 1/4
Left	1 1/4	2 1/4	2	1	1 1/4
Chamber	C-20	C-30	C-30	C-30	C-30

VIOLATIONS

Vio Code	Section	Unit	OOS	Citation #	Verify	Crash	Violations Discovered
393.47E	393.47(e)	1	N		N	N	Clamp or Roto type brake out-of-adjustment: Axle #2 both sides. Axle #3 left at max travel.
393.53B	393.53(b)	1	N		N	N	CMV manufactured after 10/19/94 has an automatic airbrake adjustment system that fails to compensate for wear
396.3A1BOS	396.3(a)(1)	1	Y		U	N	BRAKES OUT OF SERVICE: The number of defective brakes is equal to or greater than 20 percent of the service brakes on the vehicle or combination
393.203	393.203	1	N		N	Y	Cab/body parts requirements violations: Hood and bumper missing from front of vehicle.
393.60E-WS	393.60(e)	1	N		N	Y	Windshield - Obstructed: Broken and missing - during the crash.
393.61	393.61	1	N		N	Y	Inadequate or missing truck side windows: Damaged in the crash.
393.45UV	393.45	1	Y		U	Y	Brake Tubing and Hose Adequacy Under Vehicle: Audible air leak - Axle #1 left side.
393.104C	393.104(c)	2	Y		U	Y	Damaged vehicle structures/anchor points: Trailer was breached by a vehicle during the crash. Roof bows and wall on right side are torn open.

HazMat: No HM Transported.

Placard: No

Cargo Tank:

Special Checks: Post Crash

Report Prepared By:
CVS/DAN MAWSON

Badge #:
24223

Copy Received By:
RONEL SINGH

Page 1 of 2



02465473 NV NV9036009593

Miller 0008623

X *Daniel Ma* 24223

X

DEFER/VEHICLE EXAMINATION REPORT

Aspen 3.0.0.17

Attn: Federal Projects
Nevada Highway Patrol
3920 E. Idaho St.
Elko, NV 89801
Phone: (775) 753-1343 Fax: (775) 738-3456

Report Number: NV9036009593
Inspection Date: 02/01/2017
Start: 01:00 PM PT End: 3:24:33 PM PT
Inspection Level: I - Full
HM Inspection Type: None

KUWAR SINGH
8001 RENTON WAY
SACRAMENTO, CA 95828
USDOT#: 02465473 Phone#: (916)370-3037
MC/MX#: 852094 Fax#:
State#:

Driver: SINGH, RONEL R
License#: [REDACTED] State: CA
Date of Birth: 07/21/1985
CoDriver:
License#: State:
Date of Birth:

Location: ROADWAY TOWING STORAGE YARD MilePost: 73 Shipper: LOTUS FOODS INC.
Highway: US93 Origin: SACRAMENTO, CA Bill of Lading: PO000646
County: ELKO, NV Destination: SALT LAKE CITY, UT Cargo: NOODLES

Pursuant to authority contained in Motor Carrier Safety Regulations, Section 396.9, I hereby declare vehicles with defects followed by an "Y" in the "Out of Service (OOS)" column in the violations section of the report "Out of Service." No person shall remove the out of service stickers applied on these vehicles, or operate such vehicles until the Out of Service defects have been repaired, and the vehicles have been restored to safe operating condition.

The undersigned certifies that all violations have been corrected to assure compliance with Nevada/Federal law and/or regulations, insofar as they are applicable to motor carriers and drivers. Operation of said vehicle without required repairs may result in additional penalties.

Signature Of Repairer X: _____ Facility: _____ Date: _____

Advisory: This vehicle has been identified as having brake adjustment violations. 49CFR Section 393.53 requires that a self-adjusting brake system be equipped on this vehicle. A qualified service technician needs to determine why the defective brake has excessive stroke and make the appropriate repairs. Simply re-adjusting a self-adjusting brake adjustor, or replacing it, does not guarantee that the problem is corrected. The problem may exist in the foundation brake system. By certifying this inspection report you have indicated that this vehicle now has a properly functioning self-adjusting brake adjustment system.

The items listed above do not comply with Nevada law and/or regulation. To clear the record, it is necessary that the driver or owner return this form to the Nevada Highway Patrol within 15 days, with certification that the item(s) have been corrected. Failure to repair or correct these violations; failure to certify correction of Out-Of Service Violations or other safety violations as noted on the Inspection Form and failure to retain a copy of the inspection form at the responsible motor carrier's principle place of business for the prescribed time period, may result in additional penalties as prescribed by law.

Signature Of Motor Carrier X: _____ Title: _____ Date: _____

Report Prepared By:
CVSI DAN MAWSON

Badge #:
24223

Copy Received By:
RONEL SINGH

Page 2 of 2

X *[Signature]* 24223

X



02465473 NV NV9036009593

Miller 0008624

DRIVER/VEHICLE EXAMINATION REPORT



Attn: Federal Projects
Nevada Highway Patrol
3920 E. Idaho St.
Elko, NV 89801
Phone: (775) 753-1343 Fax: (775) 738-3456

Report Number: NV9036009593
Inspection Date: 02/01/2017
Start Time: 1:00:00 PM End Time: 3:24:33 PM
Inspection Level: I - Full
HM Inspection Type: None

KUWAR SINGH
8001 RENTON WAY
SACRAMENTO, CA 95828
Phone#: (916)370-3037
USDOT#: 02465473
State#:

Fax#:
MC/MX#: 852094

Driver: SINGH, RONEL R
License#: XXXXXXXXXX
Date of Birth: 07/21/1985
CoDriver:
License#:
Date of Birth:

State: CA

State:

Inspection Notes

This carrier was shown as not having operating authority by a real-time query at 2/1/2017 2:49:56 PM
Contacted FMCSA Division Office for Nevada.

Authority Audit Trail:

Granted - 1/29/2014
Revoked - 10/04/2016
Reinstated - 10/11/2016

Revocation was for No Insurance on File. Insurance carrier failed to file coverage with FMCSA. At the time of this crash, Insurance was active and on file. Authority was revoked again on 1/17/2017 due to insurance being canceled.

Cargo of RAMON Noodles - Roadway Towing disposed of damaged cargo at the Elko City Land Fill.

Special Studies No Special Study Data Recorded

DRIVER'S DAILY LOG (24 HOURS)

Original - File at home terminal
Duplicate - Driver retains in his/her possession for eight days

RECAP
Complete at end of workday.

On-duty hours today: Total lines 3 & 4

70 Hr. / 8 Day Drivers

Total hours on duty last 7 days including today

Total hours available tomorrow (to be entered in A)

Total hours on duty last 8 days including today

80 Hr. / 7 Day Drivers

Total hours on duty last 7 days including today

Total hours available tomorrow (to be entered in A)

Total hours on duty last 8 days including today

80 Hr. / 7 Day Drivers

Total hours on duty last 7 days including today

Total hours available tomorrow (to be entered in A)

12 / 07 / 16
(Month) (Day) (Year)

Name of Carrier or Carriers: **RCS**

Main Office Address: **8001 Benton Way SAC, CA 95828**

Home Terminal Address: **8001 Benton Way SAC, CA 95828**

I certify these entries are true and correct.

Truck/Tractor and Trailer Numbers or License Plate(s) / State (show each unit):

Driver's Full Signature: *[Signature]*

Co-Driver's Name:

1. OFF DUTY 24.0

2. SLEEPER BERTH 0

3. DRIVING 0

4. ON DUTY (NOT DRIVING) 4

REMARKS 24.0

SHIPPING DOCUMENTS

B/L or Manifest No. or:

Shipper & Commodity:

Enter name of place you reported and where released from work and when and where each change of duty occurred.

From: To:

USE TIME STANDARD AT HOME TERMINAL Copyright 2012 & Published by J. J. KELLER & ASSOCIATES, INC.

off duty for 14 days
11/03/16 TO 12/07/16

4017931

DRIVER'S DAILY LOG (24 HOURS)

Original - File at home terminal
Duplicate - Driver retains in his/her possession for eight days

RECAP
Complete at end of workday.

On-duty hours today: Total lines 3 & 4

70 Hr. / 8 Day Drivers

Total hours on duty last 7 days including today

Total hours available tomorrow (to be entered in A)

Total hours on duty last 8 days including today

80 Hr. / 7 Day Drivers

Total hours on duty last 7 days including today

Total hours available tomorrow (to be entered in A)

12 / 08 / 16
(Month) (Day) (Year)

Name of Carrier or Carriers: **RCS**

Main Office Address: **8001 Benton Way SAC, CA 95828**

Home Terminal Address: **8001 Benton Way SAC, CA 95828**

I certify these entries are true and correct.

Truck/Tractor and Trailer Numbers or License Plate(s) / State (show each unit):

Driver's Full Signature: *[Signature]*

Co-Driver's Name:

1. OFF DUTY

2. SLEEPER BERTH

3. DRIVING

4. ON DUTY (NOT DRIVING)

REMARKS

SHIPPING DOCUMENTS

B/L or Manifest No. or: **WOODLES**

Shipper & Commodity: **WOODLES**

Enter name of place you reported and where released from work and when and where each change of duty occurred.

From: **SACRAMENTO, CA** To: **SALT LAKE CITY, UT**

USE TIME STANDARD AT HOME TERMINAL Copyright 2012 & Published by J. J. KELLER & ASSOCIATES, INC.

SACRAMENTO, CA 95828

BENTON WAY
Exit 14 Drive

4017931



APPORTIONED REGISTRATION CAB CARD

STATE OF CALIFORNIA

DEPARTMENT OF MOTOR VEHICLES

P.O. Box 932320 MS H160 Sacramento, CA 94232-3200 (916) 657-7971

OPERATOR/LESSEE/REGISTRANT
 RHEAS TRANS INC
 180 SUMMER STROLL CIRCLE
 SACRAMENTO, CA 95823

OWNER/LESSOR

ISSUED: 05/31/2016

EFFECTIVE: 06/01/2016

EXPIRES: 05/31/2017

Account
 63665

Fleet
 001

Supp
 0000

TYPE OF CARRIER
 FOR HIRE

MX

Plate
 WP72445

Unit
 815

Yr-Model
 2004

Make
 VOLV

Unladen Wt
 17420

Axles
 03

Fuel Type
 D

Body Type
 TR

VIN
 4V4NC9TG94N365204

Seats

THE VEHICLE DESCRIBED HEREIN HAS BEEN APPORTIONED BETWEEN THE STATE OF CALIFORNIA AND THE JURISDICTIONS SHOWN BELOW. Canadian Provinces are shown in kilograms, Quebec is shown in axles, all other jurisdictions are shown in pounds. Buses may be identified by the number of seats. No jurisdictions are to be listed after the row of asterisks, or the card is invalid.

AL 80000	AB 36287	AZ 80000	AR 80000	BC 36287
CA 80000	CO 80000	CT 80000	DE 80000	DC 80000
FL 80000	GA 80000	ID 80000	IL 80000	IN 80000
IA 80000	KS 80000	KY 80000	LA 80000	ME 80000
MB 36287	MD 80000	MA 80000	MI 80000	MN 80000
MS 80000	MO 80000	MT 80000	NE 80000	NV 80000
NL 36287	NB 36287	NH 80000	NJ 80000	NM 80000
NY 80000	NC 80000	ND 80000	NS 36287	OH 80000
OK 80000	ON 36287	OR 80000	PA 80000	PE 36287
QC 5 AXL	RI 80000	SK 36287	SC 80000	SD 80000
TN 80000	TX 80000	UT 80000	VT 80000	VA 80000
WA 80000	WV 80000	WI 80000	WY 80000	*** *****
*** *****	*** *****	*** *****	*** *****	*** *****

This apportioned Cab Card must be carried in the vehicle at all times. All fees are due to the State of California on or before the expiration date listed above. The cab card is non-transferable and must be surrendered with the license plate(s) if the vehicle is deleted from the fleet.

CARRIER RESPONSIBLE FOR SAFETY: USDOT 2465473
 KUWAR SINGH
 8001 RENTON WAY
 SACRAMENTO, CA 95828

H630531161A0031





THIS VALIDATED PERMANENT TRAILER IDENTIFICATION (PTI) CARD OR A FACSIMILE COPY IS TO BE KEPT WITH THE VEHICLE FOR WHICH IT IS ISSUED. THIS REQUIREMENT DOES NOT APPLY WHEN THE VEHICLE IS LEFT UNATTENDED. IT NEED NOT BE DISPLAYED. PRESENT IT TO ANY PEACE OFFICER UPON DEMAND. PTI IS VALID FOR FIVE (5) YEARS FROM THE DATE OF CONVERSION OR FIRST OPERATION. IF YOU DO NOT RECEIVE A RENEWAL NOTICE, USE A FACSIMILE COPY OF THIS FORM TO PAY YOUR RENEWAL FEES OR NOTIFY THE DEPARTMENT OF MOTOR VEHICLES OF THE NON-OPERATIONAL (PNO) STATUS OF A STORED VEHICLE.

IMMEDIATELY NOTIFY DMV IN PERSON OR BY MAIL ON THE PROPER DMV FORMS WHEN:

- * YOU CHANGE YOUR ADDRESS.
- * YOU SELL YOUR TRAILER.
- * YOU ARE INVOLVED IN AN ACCIDENT (WHETHER OR NOT IT WAS YOUR FAULT) WHEN THERE WAS OVER \$750 DAMAGE OR ANY BODILY INJURY OR DEATH.

WHEN WRITING TO DMV, ALWAYS GIVE YOUR FULL NAME, PRESENT ADDRESS, AND THE VEHICLE MAKE, LICENSE, AND IDENTIFICATION NUMBERS.

***** DO NOT DETACH - PTI OWNER INFORMATION *****



PERMANENT TRAILER IDENTIFICATION CARD

MAKE	YR MODEL	YR 1ST SOLD	VEH CLASS	*YR	TYPE VEH	TYPE LIC	LICENSE NUMBER
GRTDA	2004	0000	AN	2016	47V	PA	4LY2959
BODY TYPE MODEL	MP	MO	AX	WC	UNLADEN WT	VEHICLE ID NUMBER	
VAN		XR	2	P	14460	1GRAA06274T508292	
TYPE VEHICLE USE	DATE ISSUED		CC/ALCO	DT FEE RECVD	PIC	USE TAX	
TRAILER	04/07/16		34	04/07/16	3	170	
						EXP DATE:	PERM

REGISTERED OWNER

KUMAR RAJ CHRISTOPHER
7943 NEWGATE DR

AMOUNT PAID

\$ 197.00

SACRAMENTO
CA

95823

AMOUNT DUE

\$ 197.00

AMOUNT RECVD

CASH :
CHCK :
CRDT : 197.00

LIENHOLDER



CERTIFICATE OF LIABILITY INSURANCE

 DATE (MM/DD/YYYY)
 12/19/2016

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must be endorsed: If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER 209-407-4290 Roadways Commercial Ins Agency 1136 Saint clair Pl Tracy, CA 95304 Lic # 0K41645	209-666-1428	CONTACT NAME: Mandeep PHONE: 209-407-4290 FAX: 209-666-1428 E-MAIL: MANNATHIARAINS@GMAIL.COM ADDRESS:
INSURED 916-370-3037 KUWAR SINGH DBA RT SERVICE 8001 RENTON WAY SACRAMENTO, CA 95828	INSURER(S) AFFORDING COVERAGE	
INSURER A: NATIONAL CONTINENTAL INSURANCE		NAIC #
INSURER B: LLOYDS OF LONDON		
INSURER C: LLOYDS OF LONDON		
INSURER D:		
INSURER E:		
INSURER F:		

COVERAGES CERTIFICATE NUMBER: REVISION NUMBER:
 THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL SUBR INSD WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS
	COMMERCIAL GENERAL LIABILITY <input type="checkbox"/> CLAIMS-MADE <input type="checkbox"/> OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: <input type="checkbox"/> POLICY <input type="checkbox"/> PROJ <input type="checkbox"/> LOC <input type="checkbox"/> OTHER:					EACH OCCURRENCE \$ DAMAGE TO RENTED PREMISES (Ea occurrence) \$ MED EXP (Any one person) \$ PERSONAL & ADV INJURY \$ GENERAL AGGREGATE \$ PRODUCTS - COMP/OP AGG \$
A	AUTOMOBILE LIABILITY <input type="checkbox"/> ANY AUTO <input type="checkbox"/> ALL OWNED AUTOS <input checked="" type="checkbox"/> SCHEDULED AUTOS <input type="checkbox"/> HIRED AUTOS <input type="checkbox"/> NON-OWNED AUTOS		CP5647753-6	09/27/2016	09/27/2017	COMBINED SINGLE LIMIT (Ea accident) \$ 1,000,000 BODILY INJURY (Per person) \$ BODILY INJURY (Per accident) \$ PROPERTY DAMAGE (Per accident) \$
	UMBRELLA LIAB <input type="checkbox"/> EXCESS LIAB <input type="checkbox"/> RETENTION \$ <input type="checkbox"/> OCCUR <input type="checkbox"/> CLAIMS-MADE					EACH OCCURRENCE \$ AGGREGATE \$
	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY <input type="checkbox"/> ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below	Y/N				PER STATUTE E.L. EACH ACCIDENT \$ E.L. DISEASE - EA EMPLOYEE \$ E.L. DISEASE - POLICY LIMIT \$
B	Cargo		NA15TS01-MT5	02/06/2016	02/06/2017	Limits \$100,000 Ded \$1000 Per Oc
C	Physical Damage		NA15TS01-C12	02/06/2016	02/06/2017	See limits Below

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

CERTIFICATE HOLDER

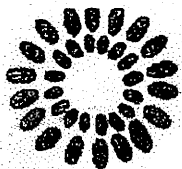
PROOF OF INSURANCE

CANCELLATION

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE

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Lotus Foods Inc.
5210 Wall Avenue
Richmond, CA 94804

Order

Purchase #: PO000646

**LOTUS
FOODS**
RICE IS LIFE
CA Organic #54988

Pride Industries
3900 Florin Perkins Rd
Sacramento, CA 95826
916-383-5560
Alan Ruzich

Consignee/Destination:
Location ID: 1033918430584
Costco Salt Lake Dry
5995 W 300 South Street
Salt Lake City, UT 84104

SALESPERSON		YOUR NO.	SHIP VIA	SHIP DATE	TERMS	DATE	PG.
					Net 30	11/29/16	1
QTY.	ITEM NO.	DESCRIPTION	PRICE	UNIT	DISC	EXTENDED	TX.
7200	62813	Millet Club Ramen 12-pack USA Use 7,200 units Lot# 10.02.2018	\$0.1158			\$834.00	
30	CHEP PALLET	Block CHEP Pallet					
600	BOX 1007D	Costco Club 12pk Ramen Divider					
600	BOX 1007T	Costco Club 12pk Ramen Tray					
		Construct and palletize 600 Costco Trays on 30 Block CHEP pallets (4x5 TiHi) Each pallet is to have a slip sheet between layers, a pallet cap, v-boards & shrink wrap.					
Costco PO# 005841125570 Pickup Date 12/08/2016					SALE AMT.	\$834.00	
					FREIGHT	\$0.00	
					SALES TAX	\$0.00	
					TOTAL AMT.	\$834.00	
					PAID TODAY	\$0.00	
					Balance Due	\$834.00	

Miller 0008630

STRAIGHT BOL

Lotus Foods, Inc.
 5210 Wall Avenue
 Richmond CA 94804
 (510) 525-3137

Packing Slip ORD000646
 Document Date 11/25/2016
 Who Printed pryss

Shipper: 3900 Florin Perkins Rd.
 Sacramento CA 95826
 (916) 383-5660 Ext. 0000

Ship To: Costco Wholesale
 5995 W 300 SOUTH ST
 SALT LAKE CITY UT 84104

* Item Shipped Directly from Vendor

Item Shipped Directly from Vendor		Salesperson ID	Shipping Method	Payment Terms	Est. Ship Date	Amount Due
005841125570	COST002			1% 10 - Net 30	12/8/2016	2,700
Item Number	Description	Lot Number	Quantity	Unit Price	Unit	
62813	Millet Ramen 12pk COSTCO USA item 398621	10.02.2018	7,200.000	PRIDE SSAC	Each	

Total Gross Weight 13,680.00
 Total Net Weight 13,680.00
 Total Pieces 7,200.00
 Total Cube 2,399
 Total Pallets 30

I have received the above in good order.

Date: 12/8/16Agent for: Lotus foodBy: RovCarrier: RTSAgent or Driver: Ron Singh

0446440

STATE OF NEVADA
DEPARTMENT OF PUBLIC SAFETY
NEVADA HIGHWAY PATROL

REPORT OF INVESTIGATION

Case Number: 161200817

File Title: Injury Accident - IR80 mm314 W/B

Report Re: Technical Follow-up Report – Mechanical Inspection

Date of Activity: December 12, 2016

Date Report Written: February 1, 2017

Signature:

Daniel G. Mawson 9036

2-1-17

CVSI Daniel G. Mawson #9036

Date

Approved:

Sgt. Neal Roth #4308

Date

Details:

With consent of the owner, the Electronic Control Module (ECM) was removed from the Commercial Motor Vehicle involved in the above crash. CVSI Dan Mawson #9036 delivered the ECM to Cummins Rocky Mountain in Elko NV in order to download the engine parameters and Sudden Deceleration Reports (SDR) from the memory of the ECM.

All data files retrieved from the ECM are on a CD attached to this report. Printed reports for Sudden Deceleration and Engine Data Plate report are also attached.

In reviewing the reports, I do not believe that the event at the time of this crash met the parameters to log a Sudden Deceleration. The most current SDR has mileage at occurrence of 223233.8. In the Trip portion of the programing, the Engine miles are recorded as 290388 miles. With the substantial difference in miles at occurrence there are circumstances that would not record an event.

- 1) The ECM was obtained from a different vehicle and not set to log data for the current vehicle. (the one involved in this crash)
- 2) The crash at this time did not meet the parameters to log an SDR event.

Because the ID information in the vehicle parameters is different and the carrier name is different, it is not possible to verify the report is actually for this vehicle at this time.



EDR Consent Form

(Event Data Recorder)

Date: 12 - 20 - 2016

Case: 161200817

This vehicle is equipped with an event data recorder (EDR). The main purpose of an EDR is to record, in certain crash or near crash-like situations, such as an air bag deployment or hitting a road obstacle, data that will assist in understanding how a vehicle's systems performed. The EDR is designed to record data related to vehicle dynamics and safety systems for a short period of time, typically 30 seconds or less. The EDR in this vehicle is designed to record data such as:

- How various systems in your vehicle were operating;
- Whether or not the driver and passenger safety belts were buckled / fastened;
- How far (if at all) the driver was depressing the accelerator and/or brake pedal; and,
- How fast the vehicle was traveling.

These data elements can help provide a better understanding of the circumstances in which crashes and injuries occur. *Note: EDR data elements are recorded by your vehicle only if a non-trivial crash situation occurs; no data elements are recorded by the EDR under normal driving conditions and no personal data (e.g., name gender, age and crash location) are recorded. However, other parties, such as law enforcement, could combine the EDR data with the type of personally identifying data routinely acquired during a crash investigation.*

To read data recorded by an EDR, special equipment is required and access to the vehicle or the EDR is needed. In addition to the vehicle manufacturer, other parties, such as law enforcement, can utilize special equipment to read the information if they have access to the vehicle or the EDR unit.

The Nevada Department of Public Safety, specifically CVSI Dan Mawson #9036,

Investigating Officer

requests from you RONEL SINGH,

Driver / Owner

consent to obtain the EDR(s), and the information stored therein, from the vehicle described as:

2004 Volvo Unit#815 VIN: 4V4NC9TG94N365204

Vehicle description

which was involved in the above listed case.

I RONEL SINGH hereby grant my consent to CVSI Dan Mawson, an Officer of Nevada Highway Patrol to enter the identified vehicle for the purpose of accessing and retrieving the EDR(s) installed within the vehicle; including the use of tools to gain access to and / or remove the EDR(s). Additionally, I consent to the retrieval and analysis of the data stored within the EDR(s) retrieved and / or accessed from the vehicle.

This consent is given freely and voluntarily; without the threat of force, physical or mental coercion, or any stated or implied promise.

RS

Initial

I am the current registered and/or legal owner of the above listed vehicle.

RS

Initial

I was the driver of the above listed vehicle at the time of the incident.

RONEL SINGH

Printed Name / Signature

12/21/16

Date

Witness:

KUNAR SINGH

Printed Name / Signature

12/21/16

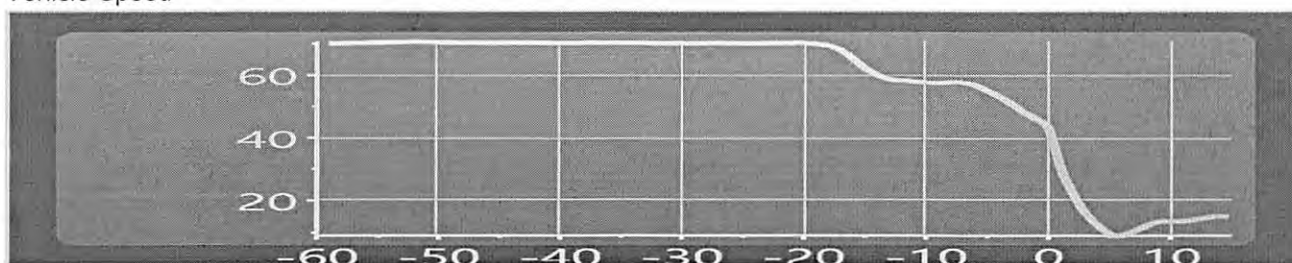
Date

Vehicle Sudden Deceleration Report Record 1

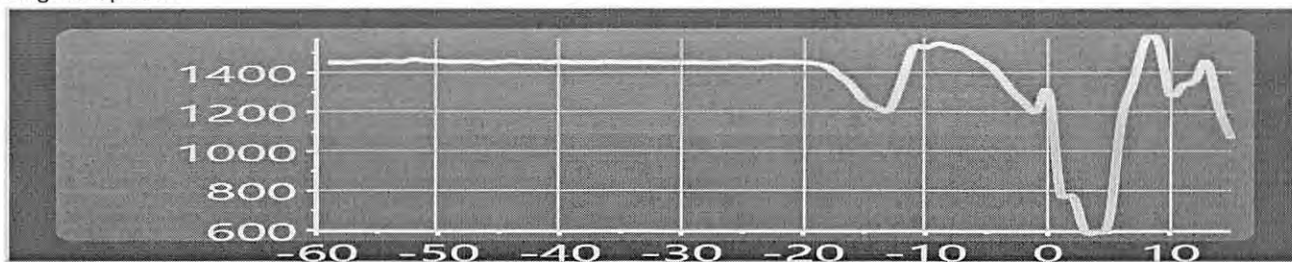
Engine Type	ISX 02	Ecm Code	AB10404.23
Engine Serial Number	79075115	Software Phase	6.6.0.1
Unit Number	597	Extraction Date	12-29-2016 12:10:02

Occurrence Date: N/A	ECM Run Time at Occurrence: 5283:0:27
Air Temperature (°F) at Occurrence: 0	Occurrence Distance (mi): 223233.8

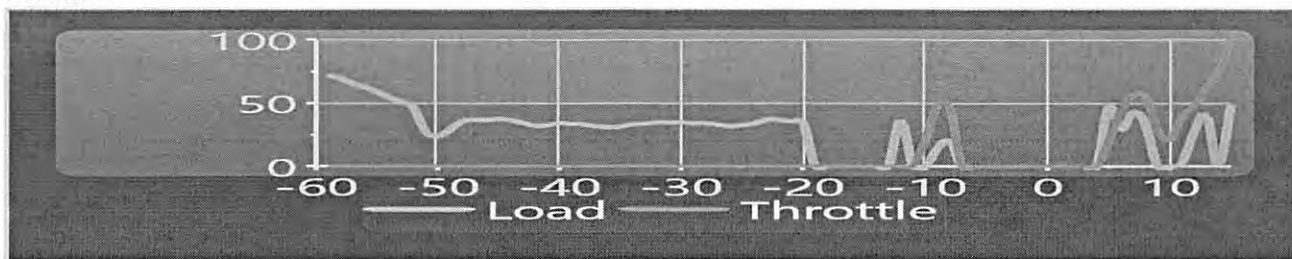
Vehicle Speed



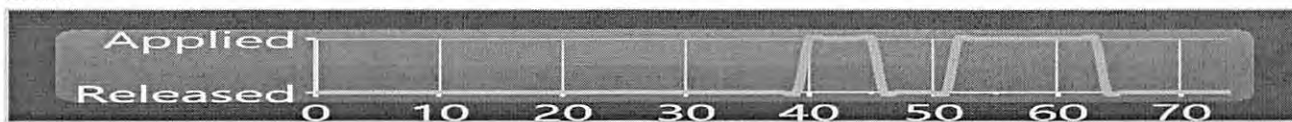
Engine Speed



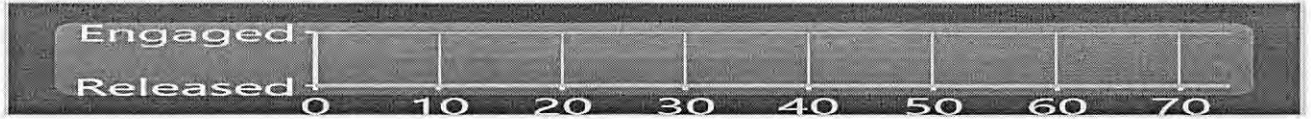
Percent



Brake



Clutch



Record 1

Time (Seconds)	Vehicle Speed (mph)	Engine Speed (rpm)	Engine Load (%)	Throttle (%)	Brake Status	Clutch Status	Cruise Status	Lamp Status
-59	70	1453	72.1	0.0	-	-	On	-
-58	70	1452	69.4	0.0	-	-	On	-
-57	70	1451	65.0	0.0	-	-	On	-
-56	70	1457	62.3	0.0	-	-	On	-
-55	70	1455	58.7	0.0	-	-	On	-
-54	70	1460	53.9	0.0	-	-	On	-
-53	71	1454	50.6	0.0	-	-	On	-
-52	71	1469	45.9	0.0	-	-	On	-
-51	71	1460	27.0	0.0	-	-	On	-
-50	70	1460	23.8	0.0	-	-	On	-
-49	70	1454	28.9	0.0	-	-	On	-
-48	70	1456	35.7	0.0	-	-	On	-
-47	70	1455	36.7	0.0	-	-	On	-
-46	70	1452	36.6	0.0	-	-	On	-
-45	70	1454	37.4	0.0	-	-	On	-
-44	70	1460	36.4	0.0	-	-	On	-
-43	70	1456	34.0	0.0	-	-	On	-
-42	70	1456	31.8	0.0	-	-	On	-
-41	70	1453	32.2	0.0	-	-	On	-
-40	70	1455	34.1	0.0	-	-	On	-
-39	70	1453	33.3	0.0	-	-	On	-
-38	70	1453	33.0	0.0	-	-	On	-
-37	70	1452	31.3	0.0	-	-	On	-
-36	70	1455	30.7	0.0	-	-	On	-
-35	70	1452	30.9	0.0	-	-	On	-
-34	70	1451	32.8	0.0	-	-	On	-
-33	70	1453	33.1	0.0	-	-	On	-
-32	70	1451	34.3	0.0	-	-	On	-
-31	70	1450	34.4	0.0	-	-	On	-
-30	70	1451	34.5	0.0	-	-	On	-
-29	70	1453	33.8	0.0	-	-	On	-
-28	70	1450	33.9	0.0	-	-	On	-
-27	70	1449	32.8	0.0	-	-	On	-
-26	70	1454	31.6	0.0	-	-	On	-
-25	70	1452	32.4	0.0	-	-	On	-
-24	70	1449	33.6	0.0	-	-	On	-

Record 1

Time (Seconds)	Vehicle Speed (mph)	Engine Speed (rpm)	Engine Load (%)	Throttle (%)	Brake Status	Clutch Status	Cruise Status	Lamp Status
-23	70	1454	36.9	0.0	-	-	On	-
-22	70	1456	36.8	0.0	-	-	On	-
-21	70	1453	35.2	0.0	-	-	On	-
-20	70	1453	34.3	0.0	-	-	On	-
-19	70	1445	0.0	0.0	On	-	-	-
-18	69	1429	0.0	0.0	On	-	-	-
-17	68	1383	0.0	0.0	On	-	-	-
-16	65	1333	0.0	0.0	On	-	-	-
-15	62	1256	0.0	0.0	On	-	-	-
-14	60	1223	0.0	0.0	On	-	-	-
-13	59	1206	0.0	0.0	-	-	-	-
-12	58	1351	36.5	0.0	-	-	-	-
-11	58	1527	0.0	0.0	-	-	-	-
-10	58	1526	0.0	21.5	-	-	-	-
-9	58	1549	14.3	48.0	-	-	-	-
-8	58	1535	20.3	45.5	-	-	-	-
-7	58	1522	0.0	0.0	On	-	-	-
-6	57	1484	0.0	0.0	On	-	-	-
-5	55	1447	0.0	0.0	On	-	-	-
-4	53	1388	0.0	0.0	On	-	-	-
-3	51	1310	0.0	0.0	On	-	-	-
-2	48	1252	0.0	0.0	On	-	-	-
-1	46	1200	0.0	0.0	On	-	-	-
0	43	1305	0.0	0.0	On	-	-	-
1	30	793	0.0	0.0	On	-	-	-
2	22	780	0.0	0.0	On	-	-	-
3	16	597	0.0	0.0	On	-	-	-
4	12	595	0.0	0.0	On	-	-	-
5	10	648	47.7	20.0	-	-	-	-
6	9	1161	28.5	44.3	-	-	-	-
7	10	1359	43.2	56.3	-	-	-	-
8	12	1573	33.3	55.5	-	-	-	-
9	13	1557	0.0	28.3	-	-	-	-
10	14	1282	0.0	20.3	-	-	-	-
11	14	1337	2.7	39.0	-	-	-	-
12	14	1356	27.1	48.3	-	-	-	-

Record 1

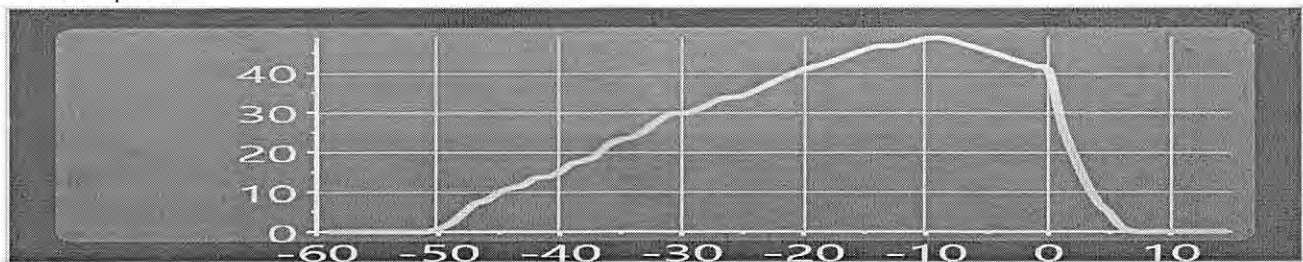
Time (Seconds)	Vehicle Speed (mph)	Engine Speed (rpm)	Engine Load (%)	Throttle (%)	Brake Status	Clutch Status	Cruise Status	Lamp Status
13	15	1460	41.4	62.0	-	-	-	-
14	15	1219	0.0	74.8	-	-	-	-
15	15	1072	47.4	100.0	-	-	-	-

Vehicle Sudden Deceleration Report Record 2

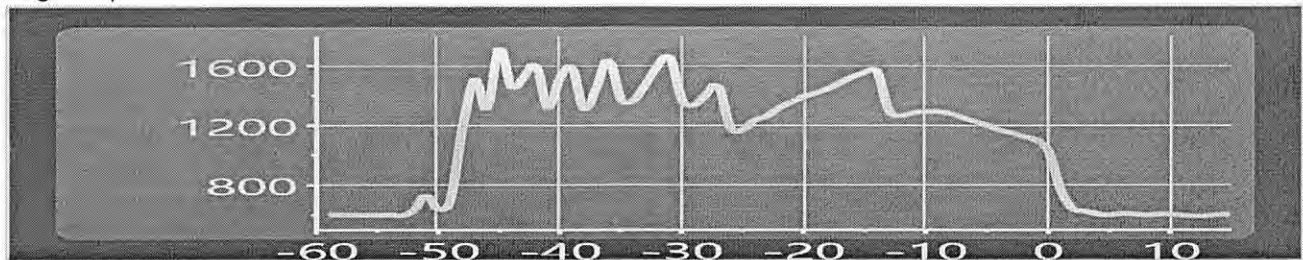
Engine Type	ISX 02	Ecm Code	AB10404.23
Engine Serial Number	79075115	Software Phase	6.6.0.1
Unit Number	597	Extraction Date	12-29-2016 12:10:02

Occurrence Date: N/A	ECM Run Time at Occurrence: 5212:3:17
Air Temperature (°F) at Occurrence: 0	Occurrence Distance (mi): 222021.3

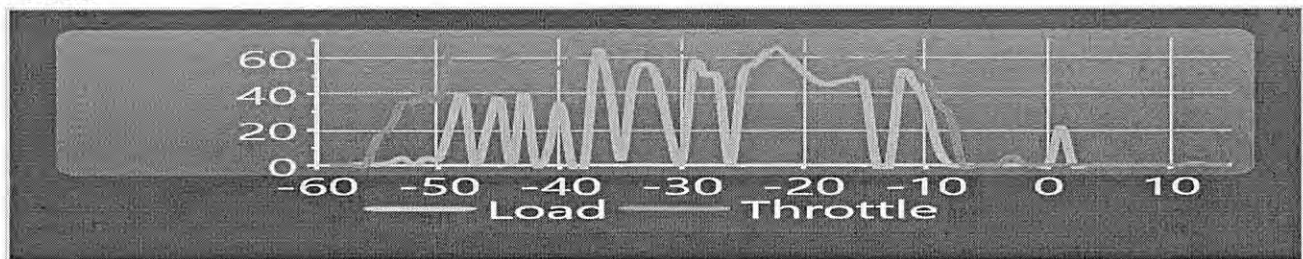
Vehicle Speed



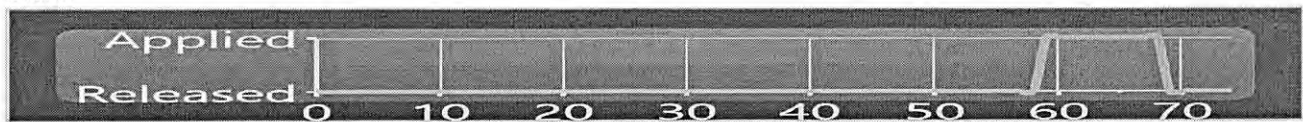
Engine Speed



Percent



Brake



Clutch



Record 2

Time (Seconds)	Vehicle Speed (mph)	Engine Speed (rpm)	Engine Load (%)	Throttle (%)	Brake Status	Clutch Status	Cruise Status	Lamp Status
-59	0	602	0.1	0.0	-	-	-	On
-58	0	602	0.1	0.0	-	-	-	On
-57	0	599	0.3	0.0	-	-	-	On
-56	0	600	1.0	0.0	-	-	-	On
-55	0	598	0.5	16.0	-	-	-	-
-54	0	601	1.3	21.5	-	-	-	-
-53	0	596	4.1	35.0	-	-	-	-
-52	0	633	0.0	35.0	-	-	-	-
-51	0	733	4.4	41.0	-	-	-	-
-50	1	636	3.3	36.3	-	-	-	-
-49	2	705	23.1	67.0	-	-	-	-
-48	4	1195	40.1	69.5	-	-	-	-
-47	7	1515	0.0	62.0	-	-	-	-
-46	8	1308	20.4	65.5	-	-	-	-
-45	10	1729	37.6	60.3	-	-	-	-
-44	11	1453	0.0	59.5	-	-	-	-
-43	12	1527	41.7	57.5	-	-	-	-
-42	14	1612	0.0	52.8	-	-	-	-
-41	14	1314	8.6	55.5	-	-	-	-
-40	15	1519	35.3	54.3	-	-	-	-
-39	17	1590	0.0	60.8	-	-	-	-
-38	18	1303	0.0	70.3	-	-	-	-
-37	19	1453	62.7	67.5	-	-	-	-
-36	22	1653	46.1	65.5	-	-	-	-
-35	23	1379	2.6	66.0	-	-	-	-
-34	24	1364	47.4	66.3	-	-	-	-
-33	25	1473	56.7	66.0	-	-	-	-
-32	28	1598	47.7	63.0	-	-	-	-
-31	30	1669	18.7	62.3	-	-	-	-
-30	30	1378	0.6	62.8	-	-	-	-
-29	30	1334	56.6	62.3	-	-	-	-
-28	32	1404	49.2	60.3	-	-	-	-
-27	33	1475	48.3	62.3	-	-	-	-
-26	34	1188	0.0	66.3	-	-	-	-
-25	34	1168	49.1	66.3	-	-	-	-
-24	35	1235	56.5	65.5	-	-	-	-

Record 2

Time (Seconds)	Vehicle Speed (mph)	Engine Speed (rpm)	Engine Load (%)	Throttle (%)	Brake Status	Clutch Status	Cruise Status	Lamp Status
-23	37	1262	62.9	65.5	-	-	-	-
-22	38	1316	65.6	69.5	-	-	-	-
-21	40	1357	59.1	62.0	-	-	-	-
-20	41	1394	52.1	61.5	-	-	-	-
-19	42	1416	46.9	62.3	-	-	-	-
-18	42	1446	44.9	61.0	-	-	-	-
-17	44	1487	46.6	60.3	-	-	-	-
-16	45	1526	47.4	62.3	-	-	-	-
-15	46	1556	45.4	62.0	-	-	-	-
-14	47	1567	0.0	58.8	-	-	-	-
-13	47	1298	0.0	59.5	-	-	-	-
-12	47	1266	51.5	63.5	-	-	-	-
-11	48	1285	46.0	57.0	-	-	-	-
-10	49	1292	34.3	48.0	-	-	-	-
-9	49	1293	9.2	34.3	-	-	-	-
-8	48	1280	0.0	27.0	-	-	-	-
-7	47	1252	0.0	0.0	-	-	-	-
-6	47	1227	0.0	0.0	-	-	-	-
-5	46	1202	0.0	0.0	-	-	-	-
-4	45	1170	0.0	0.0	-	-	-	-
-3	44	1150	0.0	5.5	-	-	-	-
-2	43	1124	0.0	0.0	-	-	-	-
-1	42	1102	0.0	0.0	-	-	-	-
0	40	1023	0.0	0.0	On	-	-	-
1	28	768	21.5	0.0	On	-	-	-
2	20	640	0.0	0.0	On	-	-	-
3	13	625	0.0	0.0	On	-	-	-
4	7	605	0.0	0.0	On	-	-	-
5	5	601	0.0	0.0	On	-	-	-
6	1	608	0.0	0.0	On	-	-	-
7	0	605	0.0	0.0	On	-	-	-
8	0	600	0.0	0.0	On	-	-	-
9	0	604	0.0	0.0	On	-	-	-
10	0	604	0.0	0.0	-	-	-	-
11	0	597	0.0	0.0	-	-	-	-
12	0	592	0.7	0.0	-	-	-	-

Record 2

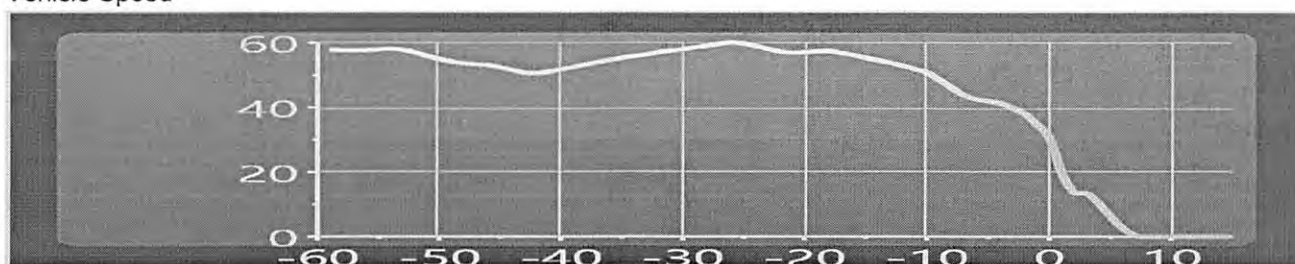
Time (Seconds)	Vehicle Speed (mph)	Engine Speed (rpm)	Engine Load (%)	Throttle (%)	Brake Status	Clutch Status	Cruise Status	Lamp Status
13	0	594	0.1	0.0	-	-	-	-
14	0	601	0.0	0.0	-	-	-	-
15	0	604	0.0	0.0	-	-	-	-

Vehicle Sudden Deceleration Report Record 3

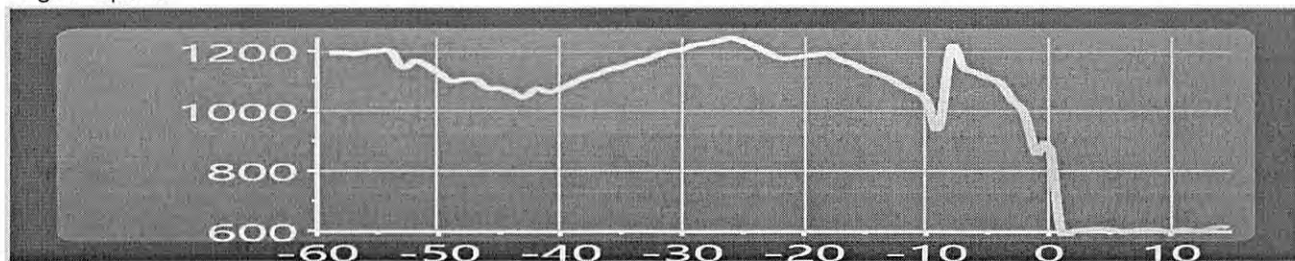
Engine Type	ISX 02	Ecm Code	AB10404.23
Engine Serial Number	79075115	Software Phase	6.6.0.1
Unit Number	597	Extraction Date	12-29-2016 12:10:02

Occurrence Date: N/A	ECM Run Time at Occurrence: 5212:36:42
Air Temperature (°F) at Occurrence: 0	Occurrence Distance (mi): 222037.0

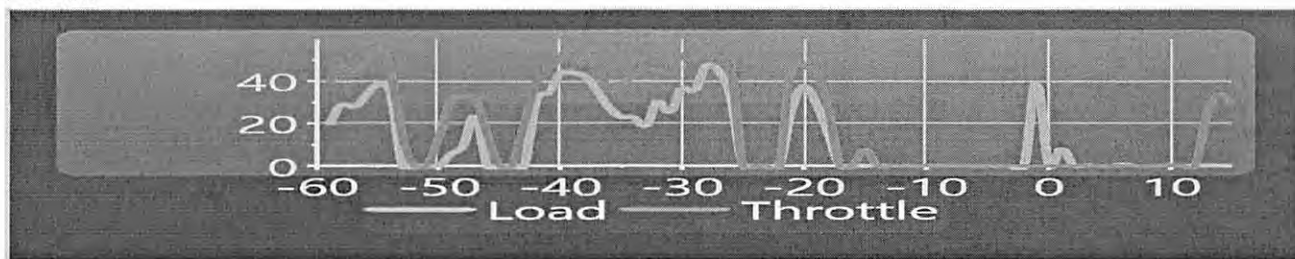
Vehicle Speed



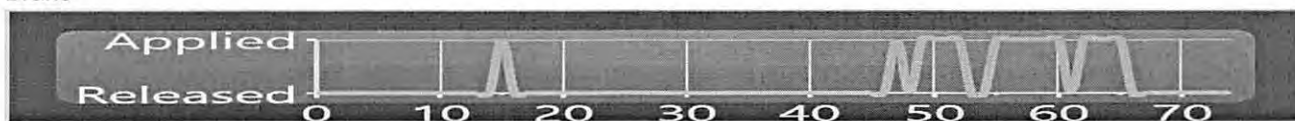
Engine Speed



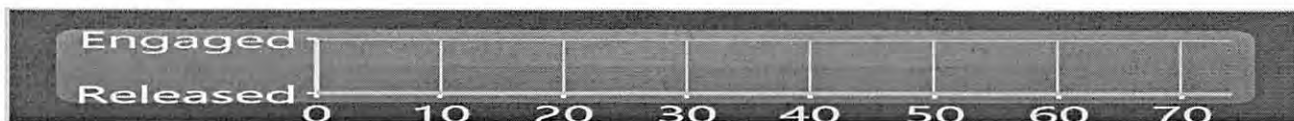
Percent



Brake



Clutch



Record 3

Time (Seconds)	Vehicle Speed (mph)	Engine Speed (rpm)	Engine Load (%)	Throttle (%)	Brake Status	Clutch Status	Cruise Status	Lamp Status
-59	58	1194	19.3	38.8	-	-	-	-
-58	58	1195	29.1	47.5	-	-	-	-
-57	58	1192	27.6	42.3	-	-	-	-
-56	58	1197	33.1	50.0	-	-	-	-
-55	58	1200	38.7	55.5	-	-	-	-
-54	58	1201	34.4	45.0	-	-	-	-
-53	58	1143	0.0	13.0	-	-	-	-
-52	57	1169	0.0	0.0	-	-	-	-
-51	56	1152	0.0	0.0	-	-	-	-
-50	55	1127	0.0	13.5	-	-	-	-
-49	54	1099	5.6	31.5	-	-	-	-
-48	54	1106	9.4	32.3	-	-	-	-
-47	53	1105	23.9	32.3	-	-	-	-
-46	53	1077	0.0	14.0	-	-	-	-
-45	52	1077	0.0	0.0	-	-	-	-
-44	52	1062	0.0	0.0	On	-	-	-
-43	51	1045	0.0	19.5	-	-	-	-
-42	51	1076	31.4	39.0	-	-	-	-
-41	51	1061	33.9	45.0	-	-	-	-
-40	52	1076	43.7	51.0	-	-	-	-
-39	53	1093	43.9	56.3	-	-	-	-
-38	53	1111	42.5	46.8	-	-	-	-
-37	54	1123	35.6	48.0	-	-	-	-
-36	55	1139	27.4	35.0	-	-	-	-
-35	55	1145	22.7	38.3	-	-	-	-
-34	56	1161	22.9	42.3	-	-	-	-
-33	56	1170	18.2	46.3	-	-	-	-
-32	57	1188	30.5	44.3	-	-	-	-
-31	58	1200	24.5	43.5	-	-	-	-
-30	58	1206	37.1	52.8	-	-	-	-
-29	59	1222	35.0	49.5	-	-	-	-
-28	59	1226	47.3	59.5	-	-	-	-
-27	60	1235	44.8	56.3	-	-	-	-
-26	60	1245	33.1	48.3	-	-	-	-
-25	60	1234	0.0	0.0	-	-	-	-
-24	59	1216	0.0	0.0	-	-	-	-

Record 3

Time (Seconds)	Vehicle Speed (mph)	Engine Speed (rpm)	Engine Load (%)	Throttle (%)	Brake Status	Clutch Status	Cruise Status	Lamp Status
-23	58	1196	0.0	0.0	-	-	-	-
-22	57	1177	0.0	0.0	-	-	-	-
-21	57	1178	26.9	51.5	-	-	-	-
-20	57	1184	37.8	46.3	-	-	-	-
-19	57	1188	29.5	45.0	-	-	-	-
-18	58	1192	15.0	27.0	-	-	-	-
-17	57	1171	0.0	0.0	-	-	-	-
-16	56	1158	0.0	0.0	-	-	-	-
-15	55	1136	0.0	8.3	-	-	-	-
-14	55	1125	0.0	0.0	-	-	-	-
-13	54	1108	0.0	0.0	-	-	-	-
-12	53	1084	0.0	0.0	On	-	-	-
-11	52	1065	0.0	0.0	-	-	-	-
-10	51	1037	0.0	0.0	On	-	-	-
-9	49	939	0.0	0.0	On	-	-	-
-8	46	1214	0.0	0.0	On	-	-	-
-7	44	1145	0.0	0.0	On	-	-	-
-6	43	1131	0.0	0.0	-	-	-	-
-5	42	1111	0.0	0.0	-	-	-	-
-4	41	1095	0.0	0.0	On	-	-	-
-3	40	1037	0.0	0.0	On	-	-	-
-2	38	990	0.0	0.0	On	-	-	-
-1	35	855	40.1	0.0	On	-	-	-
0	30	891	0.0	0.0	On	-	-	-
1	20	596	8.8	0.0	On	-	-	-
2	14	599	0.1	0.0	-	-	-	-
3	14	602	0.3	0.0	On	-	-	-
4	10	604	0.0	0.0	On	-	-	-
5	6	603	0.0	0.0	On	-	-	-
6	3	597	0.7	0.0	On	-	-	-
7	0	600	0.0	0.0	-	-	-	-
8	0	603	0.0	0.0	-	-	-	-
9	0	601	0.0	0.0	-	-	-	-
10	0	596	0.2	0.0	-	-	-	-
11	0	603	0.0	0.0	-	-	-	-
12	0	598	0.1	0.0	-	-	-	-

Record 3

Time (Seconds)	Vehicle Speed (mph)	Engine Speed (rpm)	Engine Load (%)	Throttle (%)	Brake Status	Clutch Status	Cruise Status	Lamp Status
13	0	601	0.1	25.0	-	-	-	-
14	0	614	0.0	34.3	-	-	-	-
15	0	606	0.0	29.0	-	-	-	-

*Cummins does not intend for the Electronic Control Module ("ECM") and/or the Electronic Control Unit ("ECU") to be used for purposes of accident reconstruction nor did Cummins design the ECM/ECU for purposes of accident reconstruction. The ECM /ECU does not retrieve sudden deceleration event information with requisite specificity for accident reconstruction. As such, the PowerSpec software is not intended to retrieve data from the ECM/ECU for purposes of accident reconstruction. Furthermore, only authorized personnel should use the PowerSpec software to retrieve data from the ECM/ECU. Cummins does not guarantee the accuracy of ECM/ECU data retrieved and interpreted by unauthorized third parties. Nor will Cummins interpret ECM/ECU data that is retrieved by third parties.

Engine Dataplate Report

Engine Type	ISX 02	Ecm Code	AB10404.23
Engine Serial Number	79075115	Software Phase	6.6.0.1
Unit Number	597	Extraction Date	12-29-2016 12:19:13

ECM Information

Module Name	CM870
Ecm Code	AB10404.23
Software Phase	6.6.0.1
ECM Serial Number	26031717
ECM Part Number	3684009

Engine Information

Engine Model	ISX 02
Engine Build Date	N/A
Engine Serial Number	79075115
Do Option	1325
SC Option	11143

Vehicle Information

Vehicle Identification Number (VIN)	5n393337
Vehicle or Equipment Year	
OEM Vehicle Equipment Model	
Customer Name	caldwellfreight
Customer Location	
Vehicle Unit Number	597

EXHIBIT 12

1 CASE NO. 3:17-cv-00408

2
3 IN THE UNITED STATES DISTRICT COURT

4 FOR THE DISTRICT OF NEVADA

5
6 ALLEN M. MILLER,

7 PLAINTIFF,

8 v.

9 C.H. ROBINSON WORLDWIDE, INC., RONEL R. SINGH, RHEAS
10 TRANS, INC., and KUWAR SINGH D/B/A RT SERVICE,

11 DEFENDANTS.
12 _____/

13
14 TRANSCRIPT OF PROCEEDINGS

15 DEPOSITION OF SERGEANT BENJAMIN JENKINS

16 March 15, 2018

17 790 Commercial Street

18 Elko, Nevada
19
20
21
22
23
24

25 Reported by: Tonja Gill Lemich, CSR
CSR No. 380

1 inside the truck."

2 Is that verbally -- if you have a recollection,
3 is that what Mr. Singh had mentioned, something about
4 hitting black ice?

5 A I believe that's what he told Trooper Fronczek.
6 I never talked to him at the time because
7 Trooper Fronczek received his written statement on
8 scene before he went off in the ambulance.

9 Q Was there any investigation done in terms of
10 the roadway conditions on eastbound 80 in the number 1
11 or number 2 travel lane?

12 A As far as?

13 Q As far as whether there was ice accumulation in
14 the area where the -- you could tell he went off the
15 freeway?

16 A Yeah. If you look at the initial report, it
17 states under Form 5 the road conditions at the time of
18 the accident. Plus you can look at all of the
19 photographs that were taken that shows documentation of
20 what the roadway was.

21 Q Had you been provided any information that
22 either through other troopers or through the general
23 public, or public safety, that black ice had been
24 reported on 80 in and around that area that evening?

25 A No. It's just what we were saying, basically

1 everywhere from Wells to Battle Mountain, the road was
2 slick and snow covered and slushy and icy.

3 Q Who makes the determination to close
4 Interstate 80?

5 A The Department of Transportation and the
6 governor. We can shut it down temporarily when there's
7 incidents or accidents. But if we have it shut down
8 for more than basically from 20 to 30 minutes, we get
9 calls from the governor. But the road belongs to DOT.
10 They have the authority to shut it down. We have
11 partial authority to shut it down in the instance of
12 public safety.

13 Q All right. If we go back to that
14 Driver/Vehicle Examination Report and look at those
15 three violations that Mr. Singh had with regard to his
16 tractor, were you able to determine in your
17 investigation whether any of those three violations led
18 to the cause of him leaving eastbound Interstate 80?

19 A I can't say for sure; depending on what his
20 braking was prior to. I don't -- I didn't shoot the
21 scene, so I don't know what the measurements and
22 distance was from the outer edges of where the -- the
23 vehicle started to come off the road from that point.
24 But if there was no braking applied prior to that, then
25 I would say no, they did not contribute.

1 Q And can we look at the electronic data
2 information and determine the braking?

3 A Possibly. I don't know enough about that to be
4 able to testify to that.

5 Q Okay. And I guess if you did that, it would
6 still have to be worked backwards, because he went
7 across the freeway?

8 A Correct.

9 Q So as we sit here today, you can't say one way
10 or the other whether the violations, uhm, those three
11 violations, had any contribution to the -- the cause of
12 him leaving the freeway?

13 A Correct.

14 Q Can you tell on the electronic data recorder
15 what his speed was?

16 A Sorry guys. My gun is getting caught.

17 Q Should we get a different chair?

18 A I'm fine. Now that I've adjusted, I'm fine.

19 Q So if we go to that data recorder information,
20 we can tell his speed within seconds of the accident
21 happening?

22 A Yes. I believe so.

23 Q And what do you see here?

24 A And like I said, I can't testify how this works
25 because I've never done these vehicle data recorders.

1 Q Okay. In the report, I think it mentions a
2 specific witness in here, Mr. Duncan. And that is my
3 Bates stamped 52 I'm looking at. But we're operating
4 off all different numbers here.

5 A It's my first witness statement.

6 Q Whose initials are on the bottom of that?

7 A Trooper Fronczek.

8 Q Is that to say you never had any conversation
9 with Mr. Duncan?

10 A That's correct.

11 Q Did you use Mr. Duncan's statement in your
12 final analysis of any violations for Mr. Miller?

13 A It was taken into consideration, yes.

14 Q What else was taken into consideration for your
15 analysis with Mr. Miller in terms of the same
16 violation, that he was driving too fast for conditions?

17 A The same information that I took in to account
18 for Mr. Singh; based on the road conditions. The fact
19 that even though Mr. Miller was the first one there, we
20 can't say what the timing was, whether he was right
21 behind him, a couple minutes behind, we don't know what
22 that timing is. Mr. Singh said he was already flipped
23 over and sitting there when he got hit.

24 So that goes to say with the snow and
25 everything else that it probably didn't happen within a

1 few seconds, there probably was a time frame that he
2 was already on the road prior to that collision
3 occurring. But it all goes in to play with just the
4 road conditions and the ability to see or not see an
5 obstruction and try to avoid a collision.

6 Q As we sit here today, are you aware of how long
7 Mr. Singh's vehicle was on the roadway prior to the
8 impact by the Miller vehicle?

9 A No. We don't have any statements from anybody
10 that was there when the accident happened as to the
11 difference in time between the two.

12 Q So your basic analysis is that you used the
13 fact of Mr. Singh's statement, that he was there long
14 enough to become stationary and sit there for a certain
15 period of time before impact, thus Mr. Miller would
16 have had at least some opportunity to avoid the
17 accident? That's why your analysis, too fast for
18 conditions?

19 A My analysis for too fast for conditions for
20 Mr. Miller was basically the same as Mr. Singh. Had he
21 been traveling at a speed that, number one, was within
22 his ability, and number two, the ability to slow and
23 stop to avoid any type of a collision, uhm, that's
24 everything that went in to play as far as that
25 determination. Not necessarily the time frame of how

1 A Correct.

2 Q And we have the Cause Analysis. "Environmental
3 Factors: The roadway was completely covered in
4 ice/snow. Speed too fast for the road conditions was a
5 factor for both drivers." Correct?

6 A Correct.

7 Q Would you put environmental factors as the
8 primary cause of this accident?

9 A I would say they're a contributing factor.
10 However, the snow and ice in and amongst itself did not
11 cause everybody to crash that day.

12 Q A better question, the two factors,
13 environmental and too fast for the conditions are the
14 primary cause of this accident?

15 A That's correct.

16 Q Okay. Mechanical Factors. Vehicle #1 and
17 Trailer #1, a 2004 Volvo tractor, 2004 Great Dane box
18 trailer, no evidence suggested a mechanical failure on
19 the part of the vehicle #1, I presume, or trailer
20 number 1, correct?

21 A Correct.

22 Q And again, when you made this cause analysis,
23 when you drafted this and signed off on this, you had
24 all of the documentation in your -- available to you
25 that --

1 A CVSI Mawson.

2 Q -- that CVSI Mawson had already done, correct?

3 A Yes. And like I stated earlier, even though
4 the brakes had been out of adjustment, I could not say
5 one way or another with the icy, snowy roads whether it
6 did or did not -- was a factor in the ability to slow
7 down or not..

8 Q Number 2, which is Mr. Miller's vehicle, no
9 evidence suggested a mechanical failure on part of the
10 vehicle #2, correct?

11 A Correct.

12 Q Again, both of those mechanical line items go
13 to the item above, which is the environmental factors,
14 which put the primary cause of the accident as icy,
15 snowy road conditions and too fast for the
16 conditions --

17 A Correct.

18 Q -- the environmental and the driver factors?

19 And finally on page 31, under the Violations of
20 Law, Mr. Zaniel had already gone over this with you,
21 but both D-1 and D-2 are considered to have violated
22 Nevada Revised Statutes, correct?

23 A Correct.

24 Q And it just states at the bottom on page 32
25 under Recommendations you completed the report and you

CERTIFICATE OF NOTARY PUBLIC

STATE OF NEVADA)
) SS.
ELKO COUNTY)

I, TONJA GILL LEMICH, Notary Public in and for
said County and State, duly qualified, commissioned and
acting, hereby certify as follows:

That on the 15th day of March, 2018, beginning
at the hour of 10:00 a.m., the Deposition of
BENJAMIN JENKINS was taken before me at the Law Offices
of Kidwell & Gallagher, 790 Commercial Street, Elko,
Nevada, the said Witness having been first duly sworn
by me to testify to the truth, the whole truth, and
nothing but the truth in the testimony said Witness was
to give in said matter;

Whereupon, said Witness was examined upon oral
interrogatories propounded by Counsel and said Witness
made answers thereto under oath, and all of said
questions and all of said answers thereto were taken
down by me in Stenotype Shorthand notes and thereafter
transcribed with computer aided transcription as
hereinbefore contained;

That to the best of my knowledge and belief, the
foregoing pages 1 through 152, inclusive, comprise a
true and correct transcript of my stenotype notes so
taken;

1 That I am neither Counsel nor related to or
2 employed by any of the parties to the action in which
3 this Deposition is taken, and that I am neither a
4 relative nor an employee of any Counsel employed by the
5 parties, nor in any wise interested in the outcome
6 thereof;

7 That after the taking of said Deposition, the
8 Witness waived signature.

9 In witness whereof, I have hereunto subscribed
10 my name and affixed my official seal of office at Elko,
11 Nevada, this 3rd day of April, 2018.

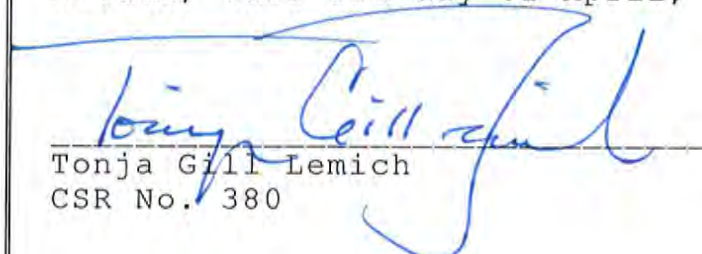
12 
13 _____
14 Tonja Gill Lemich
15 CSR No. 380
16
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25

EXHIBIT 13

1 UNITED STATES DISTRICT COURT
2 DISTRICT OF NEVADA
3 ALLEN M. MILLER,)
4)
5 Plaintiff,)
6 vs.) Case No.
7 C.H. ROBINSON WORLDWIDE,) 3:17-cv-00408
8 INC., RONEL R. SINGH,)
9 RHEAS TRANS INC., AND)
10 KUWAR SINGH D/B/A RT)
11 SERVICE)
12 Defendants.)
13
14 VIDEO RECORDED DEPOSITION OF RONEL R. SINGH
15
16 DATE: December 17, 2017, at 9:04 a.m.
17 PLACE: Huseby, Inc.
18 555 Capital Mall
19 Suite 550
20 Sacramento, California 95814
21 REPORTER: LaCreisha Vaughn
22 CSR 13945
23
24

1 Q. So 650 is right kind of pushing it on whether you
2 can do it in one trip, right? Does it depend on the
3 traffic or --

4 A. No, between 600 to 650 from Sacramento to Salt Lake.
5 Because Nevada is 410, and here to Reno it's about 120, and
6 then from Wendover to Salt Lake City, it's about 100. I'd
7 say about 600 miles.

8 Q. Can you usually do that within your safe hours?

9 A. That's 11 hours, yes.

10 Q. Is there ever a time where you've had a Salt Lake
11 run where because of traffic, weather other unforeseen
12 circumstances that you can't do it within the 11 hours?

13 A. Yeah.

14 Q. When that's happened, do you have a place that you
15 stay or do you have a sleeper?

16 A. Sleeper, truck stop.

17 Q. Okay. Had you ever taken -- had you ever picked up
18 loads at Pride Industries before?

19 A. Yeah.

20 Q. Do you know if it was Ramen or something else?

21 A. I am sorry, you said I picked up from other brokers
22 or --

23 Q. Have you ever picked up a load from Pride Industries
24 south in Sacramento before?

1 A. Yeah. I look at the brakes everything was good, no
2 air leak nothing.

3 Q. When you -- then you go home and then you come back,
4 do you remember how early you would have picked up the
5 truck? I'm just wondering how you had time to go back home
6 unless you picked it up like early in the morning?

7 A. Yeah, I think I picked it up early in morning some
8 where there. Yeah, I dropped the kids to school and then
9 went to pick them up, something like that.

10 Q. So if the payment time is 3:30, you can pick it up
11 at 10:00 A.M. and it's still --

12 A. You can call and if the load is ready, you can pick
13 it up whatever.

14 Q. And you believe that's what you did?

15 A. Yeah, that's what I did.

16 Q. And then you went back, let's say around 3:00 to
17 take the truck on the road, did you do the pre-trip again
18 or did the first pre-trip kind of cover that?

19 A. No, I did it again.

20 Q. You did a whole 'nother pre-trip?

21 A. Another pre-trip.

22 Q. And once again the brakes are within limits?

23 A. Yes.

24 Q. Including the drive axle?

1 A. Yes.

2 Q. As you were driving between Sacramento and where the
3 crash occurred, did you notice any mechanical difficulties
4 with your brakes or any other problems with the truck?

5 A. No.

6 Q. When you went to the -- you said the Pilot; is that
7 right?

8 A. Pilot or Loves truck stop in Friendly, Nevada.

9 Q. Okay. Does -- Friendly have a Loves and Pilot?

10 A. Yeah.

11 Q. You went to one or the other, you're just not sure?

12 A. One of those, yeah.

13 Q. When you went to the truck stop, other than fuel up
14 and possibly use the restroom, did you do anything else,
15 for example get a meal or anything else?

16 A. Yeah, I parked the truck and took my 30 minutes
17 break.

18 Q. Do you remember what you did during your 30 minute
19 break?

20 A. I ate something.

21 Q. Any memory of where you ate?

22 A. I'm not sure.

23 Q. You don't remember?

24 A. No.

1 A. Right trailer going to the right.

2 Q. You look in the right, and this is when you see the
3 trailer?

4 A. Trailer going to the right.

5 Q. When you look in the left, you've already taken your
6 foot off --

7 A. Yes. Off the accelerator, yeah.

8 Q. You still have your hands at 9:00 and 3:00?

9 A. Yes.

10 Q. You have not touched the brake?

11 A. Nothing.

12 Q. Does your -- I guess we talked about this, your
13 trailer and truck has ABS; correct?

14 A. Yes.

15 Q. When you look to the right, you see the trailer?

16 A. Mm-hmm.

17 Q. When you first see the trailer, do you feel
18 anything?

19 A. Vibration that was it.

20 Q. Vibrations that are different than you usually feel?

21 A. Yeah. You know how you go off the road, it vibrates
22 right when you pass the light -- I mean the line.

23 Q. Yeah, the rumble strips on the side?

24 A. Yeah, so I start feeling that on the trailer.

1 REPORTER'S CERTIFICATE

2
3
4 I, LaCreisha Vaughn, CSR No. 13945, a Certified Shorthand
5 Reporter in and for the State of California, do hereby
6 certify:

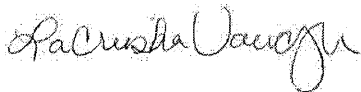
7 That prior to being examined, the witness named in the
8 foregoing deposition solemnly stated that the testimony
9 given in this deposition would be the truth, the whole
10 truth, and nothing but the truth;

11 That said deposition was taken before me at the time and
12 place set forth and was taken down by me in shorthand and
13 thereafter reduced to computerized transcription under my
14 direction and supervision, and I hereby certify the
15 foregoing deposition is a full, true, and correct
16 transcript of my shorthand notes so taken;

17 I further certify that I am neither counsel for, nor
18 related to, any party to said action, nor in any way
19 interested in the outcome thereof.
20

21 Dated this 17th day of February, 2018,

22 At Sacramento, California.

23 

24 — LaCreisha Vaughn, CSR No. 13945

EXHIBIT 14

1 UNITED STATES DISTRICT COURT
2 DISTRICT OF NEVADA
3 ALLEN M. MILLER,)
4 Plaintiff,)
5 vs.) 3:17-CV-00408
6 C.H. ROBINSON WORLDWIDE,)
7 INC., RONEL R. SINGH,)
8 RHEAS TRANS, INC., and)
9 KUWAR SINGH, d/b/a RT)
10 SERVICE,)
11 Defendants.)
12 - - -
13 VIDEO DEPOSITION OF ANDREW SIEVERS
14
15 DATE: July 19, 2018 at 9:05 a.m.
16 PLACE: Regus Business Center
17 O'Hare Airport
18 8770 West Bryn Mawr
19 Chicago, Illinois 60631
20
21 REPORTER: Josephine Lehman, CSR
22 License No.: 084-002951
23
24 - - -
25

1 don't -- you know, I'm just kind of extremely
2 cautious in saying that. I -- I don't really
3 know what one has got to do with the other.

4 Q. It's somewhat academic because
5 Mr. Singh testified because he didn't hit the
6 brakes. I don't have any evidence he did.

7 A. Yeah.

8 Q. Well, actually, I'm not sure about
9 that. Let me ask you that.

10 Did you -- do you have any opinion one
11 way or another about whether the ECM that was
12 downloaded by law enforcement for the tractor
13 trailer Mr. Singh was driving, do you have any
14 opinion one way or another if the last stop
15 printout related to this crash, or not?

16 A. I don't remember seeing it, and to
17 answer your question, I don't know.

18 Q. All right. Then I think the last part
19 of -- is kind of driving questions. There's
20 another part of 392, which I know you're
21 familiar with, 49CFR392.22, little b, talks
22 about commercial motor vehicle drivers placing
23 warning devices such as reflective triangles on
24 the road as soon as possible in appropriate
25

1 STATE OF ILLINOIS)

2) SS:

3 COUNTY OF C O O K)

4 I, Josephine Lehman, a Certified Shorthand
5 Reporter, in the State of Illinois, do hereby
6 certify that heretofore, to-wit, on July 19,
7 2018, ANDREW SIEVERS, personally appeared before
8 me, at 8770 West Bryn Mawr, Chicago, in the
9 County of Cook and State of Illinois, a witness
10 in a certain cause now pending and undetermined
11 in the United States District Court of Nevada,
12 wherein ALLEN M. MILLER is the plaintiff and
13 C.H. ROBINSON WORLDWIDE, INC., et al., are the
14 defendants.

15 I further certify that the said witness was
16 first duly sworn to testify the truth, the whole
17 truth and nothing but the truth in the cause
18 afore-said; that the testimony then given by
19 said witness was reported stenographically by
20 me, in the presence of the said witness, and
21 afterwards reduced to typewriting by
22 Computer-Aided Transcription, and the foregoing
23 is a true and correct transcript of the
24 testimony so given by said witness as aforesaid.

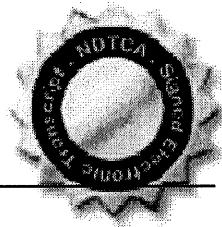
1 I further certify that the signature of the
2 witness to the deposition was not waived.

3 I further certify that the taking of this
4 deposition was in pursuance of notice; and that
5 there were present at the taking of this
6 deposition the attorneys as hereinbefore noted.

7 I further certify that I am not counsel for
8 nor in any way related to the parties to this
9 suit, nor am I in any way interested in the
10 outcome thereof.

11 In testimony whereof I have hereunto set my
12 hand and affixed my notarial seal this 1st
13 day of August 2018.

14
15
16 Josephine Hatman



17 CERTIFIED SHORTHAND REPORTER

18 CSR CERTIFICATE No. 084-002951
19
20
21
22
23
24